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# SAN FRANCISCO PORT COMMISSION

Ann Lazarus, President
Kimberly Brandon, Vice President
Rodney Fong, Commissioner
Michael Hardeman, Commissioner
Stephanie Shakofsky, Commissioner

11-10-07A02:48 RCVD

Monique Moyer, Executive Director
Phone: 415-274-0400; Fax: 415-274-0412

Amy Quesada, Commission Secretary
Phone: 415-274-0406; Fax: 415-274-0412

## PLEASE NOTE THE TIME OF THE MEETING

DOCUMENTS DEPT.
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## AGENDA
## TUESDAY, NOVEMBER 13, 2007
## 2:00 P.M. EXECUTIVE SESSION
## 3:15 P.M. OPEN SESSION
## PORT COMMISSION HEARING ROOM, SECOND FLOOR
## FERRY BUILDING, SAN FRANCISCO, CA 94111

***The Port Commission Agenda as well as Staff Reports/Explanatory Documents available to the public and provided to the Commission are posted on the Port's Website at www.sfport.com. The agenda packet is also available at the Pier 1 Reception Desk.***

**1. CALL TO ORDER / ROLL CALL**

**2. ANNOUNCEMENT OF PROHIBITION OF SOUND PRODUCING DEVICES DURING THE MEETING**

**3. APPROVAL OF MINUTES** - October 23, 2007

**4. PUBLIC COMMENT ON EXECUTIVE SESSION**

**5. EXECUTIVE SESSION**

A. Vote on whether to hold closed session to confer with Legal Counsel and Real Property Negotiator.

(1) CONFERENCE WITH REAL PROPERTY NEGOTIATOR – This is specifically authorized under California Government Code Section 54956.8.
***This session is closed to any non-City/Port representative.****

a. Property: Seawall Lot 351 (Washington Street at the Embarcadero)
Person Negotiating: Port: Byron Rhett, Deputy Director, Planning & Development

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*San Francisco Waterfront Partners II: Simon Snellgrove

Under Negotiation: _____ Price _____Terms of Payment X Both
An executive session has been calendared to give direction to staff regarding real estate negotiations for Port property located at Seawall Lot 351.

b. Property: Piers 27-31
Person Negotiating: Port: Byron Rhett, Deputy Director, Planning & Development
*SF Piers LLC: Tom Hart and Rocky Fried

Under Negotiation: _____ Price _____Terms of Payment X Both
An executive session has been calendared to give direction to staff regarding real estate negotiations for Port property located at Piers 27-31.

## 6. RECONVENE IN OPEN SESSION

A. Possible report on actions taken in closed session pursuant to Government Code Section 54957.1 and San Francisco Administrative Code Section 67.12.

B. Vote in open session on whether to disclose any or all executive session discussions pursuant to Government Code Section 54957.1 and San Francisco Administrative Code Section 67.12.

## 7. EXECUTIVE

A. Executive Director's Report
- Cosco Busan Incident – November 7, 2007
- San Francisco Business Times "Most Admired CEOs" Dinner – November 13, 2007 at 5:45 p.m. at the Four Seasons Hotel
- Crouching Spider Dedication Ceremony – November 15, 2007 at 11:45 a.m. at Pier 14
- Notification of SWL 337 RFP/RFQ meetings - November 15 and December 13, 2007
- Rincon Restaurants Update
- Street Performer Program Update

B. Request approval of the 2008 Port Commission Meeting Schedule. (Resolution No. 07-82)

## 8. ENGINEERING

A. Informational presentation on 2008 Port Building Code.

## 9. MARITIME

A. Request authorization to advertise and issue a Request for Proposals (RFP) for a Maritime Terminal Operation at Pier 96. (Resolution No. 07-83)

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## 10. REAL ESTATE

A. Request approval of new policy for enhancing Southern Waterfront Community Benefits and Beautification. (Resolution No. 07-77)

B. Request approval of the Environmental Risk Management Policy and Financial Assurance Requirements for Real Property Agreements. (Resolution No. 07-81)

C. Request approval of License No. 14447 with Ted Choi, a sole proprietor doing business at City Kayak to use certain Port property located at Islais Creek Landing for no fee in exchange for park maintenance to facilitate the use of the area by a public kayaking club. (Resolution No. 07-84)

## 11. NEW BUSINESS / AGENDA SETTING

- New Business
- Agenda Setting (Targeted Commission meeting, subject to change)
  - Informational Presentation on Surveys and Analysis to Address Transportation Management and Parking Needs associated with Development of Seawall Lot 337 (December 11, 2007)
  - Informational presentation regarding the Memorandum of Understanding between the Port and the Film Commission concerning space availability, pricing and licensing of Port property in support of film production (December 11, 2007)
  - Informational Presentation by SF Piers LLC of its proposed Revised Development Plan for Piers 27-31 Mixed-Use Recreation Project (Site Location: Piers 27-31 on The Embarcadero, between Francisco and Battery Streets) (December 11, 2007)
  - Request approval of 12-year lease with Westar Marine Services for premises located at Pier 50 (December 11, 2007)
  - Request approval of the 2008 Port Building Code (December 11, 2007)
  - Request authorization to issue rent credits of $100,000 against Berthing Agreement and Lease No. 13533 with California Sealift Terminals, Inc. (December 11, 2007)
  - Request adoption of Findings under the California Environmental Quality Act; Approval of Memorandum of Understanding (MOU) with Public Utilities Commission for 4 acres of Seawall Lot 356 (located at 26th and Maryland Streets); Approval of MOU with the Public Utilities Commission for underground utilities and Approval of License with J-Power Development Company, Ltd. for construction laydown space at Seawall Lot 356, all as related to the development and operation of the proposed 150MW combustion turbine peaker plant on 4 acres of the Western Pacific Parcel (Seawall Lot 356) (December 11, 2007)
  - Request approval of an Amendment to the Settlement Agreement between PG&E and the City and County of San Francisco, dated June 14, 2005, regarding a claim of encroachment by the PG&E Hunter's Point Power Plant on Port property, to agree to a month-to-month extension of the agreement and to clarify the rental payment procedures, including the annual adjustment of rent (December 11, 2007)
  - Informational presentation on Pier 70 Master Planning Process (January 15, 2008)
  - Informational Presentation on CEQA Review of Proposed 8 Washington Project on SWL351 (Washington Street at the Embarcadero) (January 15, 2008)

- Request authorization to issue Request for Proposals for a retail opportunity located at 360 Jefferson Street (January 15, 2008)
- Request approval of Amended and Restated Development Memorandum with SF Piers LLC for the Piers 27-31 Mixed-Use Recreation Project (Site Location: Piers 27-31 on The Embarcadero, between Francisco and Battery Streets) (Date to be determined)
- Request approval of Second Amended and Restated Exclusive Negotiation Agreement with SF Piers LLC for development project at Piers 27-31 (Site Location: Piers 27-31 on The Embarcadero, between Francisco and Battery Streets) (Date to be determined)
- Request approval to accept and expend the 2007 Port Security Grant for security upgrades at the Port of San Francisco (Date to be determined)
- Request approval to award the contract for Portwide Utility Mapping Services (Date to be determined)
- Request authorization to readvertise for the Demolition and Disposal of Port's Drydock No. 1 (Date to be determined)
- Request approval of Tri-Party Agreement with Port, The Exploratorium and Baydelta Maritime for lease of space at Pier 17 (Date to be determined)

## 12. PUBLIC COMMENT

Public comment is permitted on any matter within Port jurisdiction and is not limited to agenda items. Public comment on non-agenda items may be raised during New Business/Public Comment. A member of the public has up to three minutes to make pertinent public comments before action is taken on any agenda item and during the new business/public comment period. It is strongly recommended that public comments be submitted in writing so they can be distributed to the Commissioners for their review. Please fill out a speaker card and hand it to the Commission Secretary. If you have any question regarding the agenda, please contact the Commission Secretary at 274-0406.

## 13. COMMUNICATIONS

Communications to the Port Commission received from October 19 to November 8, 2007:

- From David Lewis, Executive Director of Save the Bay, and Jennifer Clary, President of San Francisco Tomorrow, regarding Piers 27-31 Mixed Use Recreation project
- From Port staff, letter to Stephen Bradford, Chief Executive Officer of Port of Melbourne, regarding 2009 Sister Ports Conference
- From City Attorney's office, regarding Political Activity by City Officers and Employees
- From Angelo King, Chair of Bayview Hunters Point Project Area Committee, regarding the revitalization and planning efforts at Bayview Hunter's Point
- From Metropolitan Stevedore Company, invitation to the Holiday Party on December 6, 2007

## 14. ADJOURNMENT

## NOVEMBER/DECEMBER 2007
## CALENDAR OF UPCOMING PORT MEETINGS - OPEN TO THE PUBLIC

| Date | Time | Group | Location |
|---|---|---|---|
| **November 13** | **2:00 p.m.** | **Closed Session/Port Commission** | **Port Commission Room** |
| | **3:15 p.m.** | **Open Session** | **@ Ferry Building** |
| **December 11** | **2:00 p.m.** | **Closed Session/Port Commission** | **Port Commission Room** |
| | **3:15 p.m.** | **Open Session** | **@ Ferry Building** |

**NOTES:**

The San Francisco Port Commission meets regularly on the second and fourth Tuesday of the month at 3:15 p.m., unless otherwise noticed. ***The Commission Agenda and staff reports are posted on the Port's Website @ www.sfport.com.*** Contact Amy Quesada at 274-0406.

The Cruise Terminal Advisory Panel (CTAP) generally meets the second Thursday of the month. Contact John Doll at 274-0639 or john.doll@sfport.com

The Cruise Terminal Environmental Advisory Committee (CTEAC) generally meets quarterly. Date and time to be determined. Contact Michael Nerney @ 274-0416 or michael.nerney@sfport.com

The Environmental Quality Advisory Committee (EQAC) meets regularly on the fourth Thursday of the month at 9:00 a.m. at Scoma's Restaurant, Pier 47 @ Fisherman's Wharf. Contact Jay Ach @ 274-0562 or jay.ach@sfport.com

The Fisherman's Wharf Waterfront Advisory Group (FWWAG) meets regularly on a bi-monthly basis, on the third Tuesday of the month. The regular meeting time and place is 9:00 a.m. at Scoma's Restaurant, Pier 47 at Fisherman's Wharf. Contact Michael Nerney @ 274-0416 or michael.nerney@sfport.com

The Maritime Commerce Advisory Committee (MCAC) meets on a bi-monthly basis, on the third Thursday of the month, from 11:30 a.m. to 1:30 p.m. @ Pier 1. Contact Jim Maloney @ 274-0519 or jim.maloney@sfport.com

The Mission Bay Citizens Advisory Committee meets regularly on the second Thursday of the month, from 5:30 to 7:30 p.m. at the Mission Bay Visitor Center (255 Channel Street). Contact Catherine Reilly, Assistant Project Manager, Redevelopment Agency, @ 749-2516 or Catherine Reilly/REDEV/SFGOV@SFGOV

The Northeast Waterfront Advisory Group (NEWAG) meets regularly on a monthly basis on the first Wednesday of the month from 5:00 p.m. to 7:00 p.m. in the Bayside Conference Room @ Pier 1. Contact Jennifer Sobol @ 274-0548 or jennifer.sobol@sfport.com

The Central Waterfront Advisory Group (CWAG) meets monthly on an as-needed basis, generally on the third Wednesday of the month from 5 to 7 p.m. in the Bayside Conference Room at Pier 1. Contact Mark Paez @ 705-8674 or mark.paez@sfport.com

The Rincon Point-South Beach Citizens Advisory Committee meets regularly on the third Monday of the month, from 5:00-7:00 p.m. at the South Beach Yacht Club (Pier 40 on The Embarcadero). Contact Catherine Reilly Assistant Project Manager, Redevelopment Agency, @ 749-2516 or Catherine Reilly/REDEV/SFGOV@SFGOV

The Southern Waterfront Advisory Committee (SWAC) meets every last Wednesday of the month from 6:15 to 8:15 p.m. Location to be determined. Contact David Beaupre @ 274-0539 or david_beaupre@sfport.com

The Waterfront Design Advisory Committee (WDAC) meets jointly with the Design Review Board of the Bay Conservation and Development Commission on the first Monday of the month at BCDC, 50 California Street, Rm. 2600, at 6:30 p.m. The Committee meets as needed on the third Tuesday of the month from 11 a.m. to 1 p.m. in the Bayside Conf. Rm. @ Pier 1. Contact Dan Hodapp @ 274-0625 or dan.hodapp@sfport.com

## ACCESSIBLE MEETING INFORMATION

**Ferry Building:**

The Port Commission Hearing Room is located on the second floor of the Ferry Building. The main public entrance is from the west (Embarcadero) side and is served by a bank of elevators adjacent to the historic staircase. Accessible public restrooms are on the first floor at the northeast end of the building as well as on the second floor across the lobby from the Port Commission Hearing Room. The main path of travel to the Port Commission Hearing Room is equipped with remote infrared signage (Talking Signs). The Port Commission Hearing Room is wheelchair accessible. Accessible seating for persons with disabilities (including those using wheelchairs) is available. The closest accessible BART and MUNI Metro station is Embarcadero located at Market & Spear Streets. Accessible MUNI lines serving the Ferry Building area are the F-Line, 9, 31, 32 and 71. For more information about MUNI accessible services, call (415) 923-6142. The nearest accessible parking is provided in the following off-street pay lots:

A) 3 spaces in the surface lot on the west side of the Embarcadero at Washington St.
B) 3 spaces in the Pier 1/2 lot, located on the east side of the Embarcadero between the Ferry Building and Pier 1. During business hours this lot is operated by valets.
C) Hourly and valet parking in the Pier 3 lot. This lot is accessed through the Pier 3 bulkhead building entrance on the east side of the Embarcadero. This lot is located on the pier deck; adjacent to the ferry boat Santa Rosa.

Additional covered accessible off-street pay parking is available in the Golden Gateway Garage, which is bounded by Washington, Clay, Drumm and Battery Streets. Entrance is on Clay St. between Battery and Front Streets. There is no high-top van parking. Metered street parking is available on the Embarcadero, Washington, Folsom & Drumm Streets.

**Pier 1:**

The Port's fully accessible offices are in the west end of Pier 1. There are two public entrances; the main entrance on the west (Embarcadero), and the Port History walk entrance on the south apron. Each of these entrances is provided with an automatically operated door. Both entrances lead to the Bayside conference rooms. Accessible public restrooms, drinking fountains, payphone and TTY are on the first floor near the main entrance. The public spaces of the Port's offices are equipped with remote infrared signage (Talking Signs) identifying all primary entrances, paths of travel, meeting rooms and amenities. Accessible seating areas and assistive listening devices will be available in the Bayside Conference rooms.

**Accessible meeting information policy:**

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

A sign language interpreter and alternative format copies of meeting agendas and other materials can be provided upon request made at least 72 hours in advance of any scheduled meeting. Contact Wendy Proctor, Port's ADA Coordinator, at 274-0592, the Port's TTY number is (415) 274-0587.

**Know Your Rights Under the Sunshine Ordinance:**

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code) or to report a violation of the ordinance, contact Frank Darby by mail: Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at (415) 554-7724; by fax at (415) 554-7854 or by email at sotf@sfgov.org. Citizens interested in obtaining a free copy of the Sunshine Ordinance can request a copy from Mr. Darby or by printing Chapter 67 of the San Francisco Administrative Code on the Internet, at http://www.sfgov.org/sunshine.

## NOTICES

**Prohibition of Ringing of Sound Producing Devices:**

The ringing of and use of cell phones, pagers, and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic device.

**Lobbyist Registration and Reporting Requirements:**

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance (SF Campaign & Government Conduct Code Sections §2.100 – 2.160) to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 30 Van Ness, Suite 3900, San Francisco, CA 94102, phone (415) 581-2300 or fax (415) 581-2317; web site: www.sfgov.org/ethics.

PORT OF SAN FRANCISCO

**MEMORANDUM**

November 6, 2007

**TO:** MEMBERS, PORT COMMISSION
Hon. Ann Lazarus, President
Hon. Kimberly Brandon, Vice President
Hon. Rodney Fong
Hon. Michael Hardeman
Hon. Stephanie Shakofsky

**FROM:** Monique A. Moyer
Executive Director

**SUBJECT:** Request approval of the 2008 Port Commission Meeting Schedule

**DIRECTOR'S RECOMMENDATION**: APPROVE RESOLUTION

**Background**:

On December 11, 2006, the Port Commission approved amendments to the Rules of Order to conform to Mayor Gavin Newsom's directive to Department Directors and Commission Secretaries to incorporate specific baseline standards of commissioner attendance in their policies and procedures as appropriate. Additionally, the Port Commission approved amendments to the Rules of Order regarding its meeting time schedule to reflect the pattern and practice of past meetings as an economic efficiency measure.

Article II, Section 1 of the Rules of Order, currently states:

"Regular meetings shall be held on the second Tuesday of each month, and again on the fourth Tuesday during the months of February, March, April, May, September and October. There will be one regular monthly meeting during the months of January, June, July, August, November and December and two regular monthly meetings during the months of February, March, April, May, September and October. The meetings will commence at 2:00 p.m. for closed session and a time certain of 3:15 p.m. for open session. Closed sessions may be reconvened prior to adjournment. Meetings will be held in the Port Commission hearing room on the second floor of the Ferry Building."

**This Print Covers Calendar Item No. 7B**

**Recommendation:**

Because of the close proximity of the holidays and the first meeting in January, staff propose to cancel the January 8, 2008 regular meeting and hold a special meeting on January 15, 2008. Additionally, since the regularly scheduled meeting on March 25, 2008 falls during Easter week, staff propose to cancel that meeting and only have one meeting in March. Furthermore, since the regularly scheduled meeting on November 11, 2008 is a legal holiday, staff propose to hold a special meeting on November 18, 2008.

If from time to time, there is a shortage of items agendized for any given meeting which does not warrant the expense of holding the meeting, the Port Commission has the right to cancel the meeting with due notice.

Staff request Port Commission's approval of the attached 2008 Port Commission Meeting Schedule.

Prepared by: Amy Quesada, Commission Secretary

For: Monique Moyer, Executive Director

**PORT COMMISSION**
**CITY & COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 07-82**

WHEREAS, The San Francisco Port Commission was established as a Commission pursuant to San Francisco Charter Sections B3.581 and 4.114 as a condition of the State's transfer of the public trust lands under the Port Commission's jurisdiction; and

WHEREAS, San Francisco Charter Section 4.104 provides that each board and commission shall have the powers and duty to prescribe reasonable rules and regulations not inconsistent with the City's Charter or its ordinances; and

WHEREAS, In conformance with the Mayor's directive, Port staff amended the Port Commission Rules of Order in December 2006 by adding an attendance policy which establishes minimum attendance standards for appointed members of the Port Commission and requirements for reporting attendance; and

WHEREAS, In December 2006, the Port Commission amended its meeting time schedule to reflect the pattern and practice of past meetings as an economic efficiency measure; and

WHEREAS, Because of the close proximity of the holidays and the first meeting in January, staff propose to cancel the January 8, 2008 regular meeting and hold a special meeting on January 15, 2008; and

WHEREAS, Since the regularly scheduled meeting on March 25, 2008 falls during Easter week, staff propose to cancel that meeting and only have one meeting in March; and

WHEREAS, Since the regularly scheduled meeting on November 11, 2008 is a legal holiday, staff propose to hold a special meeting on November 18, 2008; and

WHEREAS, If from time to time, there is a shortage of items agendized for any given meeting which does not warrant the expense of holding the meeting, the Port Commission has the right to cancel the meeting with due notice; now, therefore be it

RESOLVED, That the Port Commission approve the attached 2008 Port Commission Meeting Schedule.

***I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of November 13, 2007.***

_____
Secretary

PORT OF SAN FRANCISCO

# SCHEDULE OF PORT COMMISSION MEETINGS

## 2008

**The Port Commission meetings are held in the Port Commission Hearing Room located on the second floor of the Ferry Building, unless otherwise noticed.**

| | | Executive Session | Open Session |
|---|---|---|---|
| January | 8 | 2 p.m. | 3:15 p.m. Cancelled |
| January | 15 | 2 p.m. | 3:15 p.m. Special Meeting |
| February | 12 & 26 | 2 p.m. | 3:15 p.m. |
| March | 11 | 2 p.m. | 3:15 p.m. |
| March | 25 | 2 p.m. | 3:15 p.m. Cancelled |
| April | 8 & 22 | 2 p.m. | 3:15 p.m. |
| May | 13 & 27 | 2 p.m. | 3:15 p.m. |
| June | 10 | 2 p.m. | 3:15 p.m. |
| July | 8 | 2 p.m. | 3:15 p.m. |
| August | 12 | 2 p.m. | 3:15 p.m. |
| September | 9 & 23 | 2 p.m. | 3:15 p.m. |
| October | 14 & 28 | 2 p.m. | 3:15 p.m. |
| November | 11 (Holiday) | 2 p.m. | 3:15 p.m. Cancelled |
| November | 18 | 2 p.m. | 3:15 p.m. Special Meeting |
| December | 9 | 2 p.m. | 3:15 p.m. |

PORT OF SAN FRANCISCO

**MEMORANDUM**

November 6, 2007

**TO:** MEMBERS, PORT COMMISSION
Hon. Ann Lazarus, President
Hon. Kimberly Brandon, Vice President
Hon. Rodney Fong
Hon. Michael Hardeman
Hon. Stephanie Shakofsky

**FROM:** Monique Moyer
Executive Director

**SUBJECT:** Informational Item on the 2008 Port Building Code

**DIRECTOR'S RECOMMENDATION**: INFORMATIONAL ITEM – NO ACTION REQUIRED

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## Introduction

On January 1, 2008, the 2007 edition of the California Building Standards Code will become effective and the current 2001 California Building Standards Code will be repealed in its entirety. As a result, on January 1, 2008, the 2007 Port of San Francisco Building Code, which adopts and amends the 2001 state standards will be repealed and will no longer be effective. It is imperative that the Port adopt the new 2007 California Building Standards Code with the Port's local amendments to enable the continuance of the Port's current administrative procedures, submittal requirements and appeal processes that appropriately reflect the Port's organizational structure, and to extend the special design requirements and technical considerations needed to address the Port's marine environment, facilities and maritime operations. In order to achieve this goal, staff drafted local amendments to the 2007 California Building Standards Code in the 2008 Port Building Code, which also includes the Port's Mechanical, Electrical and Plumbing Codes.

## Background

The 2007 Port Building, Mechanical, Electrical and Plumbing Codes were adopted by Port Commission Resolution 07-55. Resolution 07-55 also directed staff to draft the 2008 Port Building Code based on the proposed 2007 California Building Standards Code. The proposed

**This Print Covers Calendar Item No.** 8A

2008 Port Building Code will enable the Chief Harbor Engineer, through the Port Commission, to administer and regulate all construction activities as well as the condition and maintenance of all buildings and structures. The Port Building Code does this by providing technical standards: for utilities, facilities and other physical improvements that are essential to ensure structures are safe, sanitary and fit for occupation and use, for the condemnation of buildings and structures unfit for human occupancy and use, for the demolition of such structures in the Port's jurisdiction, and for the issuance of permits and collection of fees therefore. The Port Building Code takes into consideration the marine conditions unique to the waterfront environment.

The committee that developed the draft 2008 Port Building Code is the same group that developed the 2007 Port Building Code. The committee includes representatives from the San Francisco Department of Building Inspection's Technical Services Division, the City Attorney's office, the Building Permit Group and Port Engineering representatives from the civil, structural, mechanical, electrical, plumbing and architectural disciplines, including barrier free access expertise.

The proposed 2008 Port Building Code is very similar to the 2007 Port Building Code. The proposed changes are mostly formatting and generally are not substantive in nature. The 2008 Port Building Code will also be very similar to the 2007 San Francisco Building Code, once it is adopted and takes effect on January 1, 2008. Both codes will use the 13 building-related codes contained in the California Building Standards Code and both codes then amend this model code to incorporate local geological, climatic and topographic requirements to suit local conditions. The Port requires a separate building code, independent from the San Francisco Building Code, in order to provide administrative procedures that reflect the Port's organizational structure and operations, and to present the criteria needed to protect Port property from the Port's unique marine environmental conditions. The Port Building Code, once adopted, will continue to stand separate and independent from the San Francisco Building Code.

**Funding**

There are no funding requirements for publishing the code. Staff plans to maintain an updated copy of the draft 2008 Port Building Code on the Port's internet web page and to make copies of the Code available to the public at the Engineering Building Permit Counter.

**Schedule**

On October 30, 2007, in compliance with state and local requirements, notification of the Port's intent to adopt the 2008 Port Building Code was posted on the Port's web page and copies of the code were made available on the Port's web site and at Engineering's Pier 1 Building Permit Desk for public review and comment. In addition, public notification requirements are being satisfied by this public informational presentation to the Port Commission and by an advertisement that is being published weekly in the San Francisco Examiner, a local newspaper, under the public information section. A copy of the newspaper public notice follows this report. The dead line for public comment is 5:00 P.M., November 23, 2007.

State law requires that no local modifications or changes to the California Building Standards Code shall become effective or operative for any purpose until the findings and modifications have been filed with the California Building Standards Commission. Local modifications are

specific to a particular edition of the California Building Standards Code and must be readopted and filed with the California Building Standards Commission in order to remain in effect when a new edition of the California Building Standards Code is published. Therefore, staff plans to request a Port Commission action that will take effect January 1, 2008 and will repeal the 2007 Port Building Code and adopt the 2008 Port Building Code. This action will be requested at the December 11, 2007 Port Commission meeting. Likewise, staff also plans to be directed by the Port Commission to file the 2008 Port Building Code together with local findings and amendments with the California Building Standards Commission.

**Summary**

The State action of repealing the 2001 California Building Standards Code and adapting the 2007 California Building Standards Code on January 1, 2008, will affectively repeal the current 2007 Port Building Code. In response to this action, staff has developed the 2008 Port Building Code, which adopts the 2007 California Building Standards, and incorporates local findings and amendments needed for Port specific conditions and environmental concerns. The 2008 Port Building Code will include the standards for the Mechanical, Electrical and Plumbing Codes. As directed by the Port Commission, the 2008 Port Building Code and local findings will be filed with the California Building Standards Commission upon adoption. The 2008 Port Building Code will become effective and enforceable on January 1, 2008.

Prepared By: John Aires
Senior Building Inspector

For: Edward F. Byrne
Chief Harbor Engineer

PORT OF SAN FRANCISCO

**MEMORANDUM**

November 8, 2007

**TO:** MEMBERS, PORT COMMISSION
Hon. Anne Lazarus, President
Hon. Kimberly Brandon, Vice President
Hon. Rodney Fong
Hon. Michael Hardeman
Hon. Stephanie Shakofsky

**FROM:** Monique Moyer
Executive Director

**SUBJECT:** Request Authorization to Advertise and Issue a Request for Proposals for a Maritime Terminal Operation at Pier 96

**DIRECTOR'S RECOMMENDATION:** APPROVE THE RESOLUTION

## Overview

Port staff requests authorization from the Port Commission to advertise and issue a competitive solicitation for a maritime leasing opportunity on approximately fifteen acres including 800 linear feet of berth space at Pier 96 to operate a maritime cargo terminal ("Site"). In addition to generating lease and wharfage and dockage revenues, the project will utilize a maritime terminal that has been vacant for several years. The Site's deep-water berth, on-dock rail and large vacant land parcel offers a prime maritime opportunity for the Port. Over the past year, Port staff has received numerous expressions of market interest in developing the Site for maritime uses.

## Location

The Site is located in the Southern Waterfront at Pier 96 within the Port's 278 acre Piers 80-96 Maritime Industrial Complex. The Site enjoys some of the best industrial transportation access in San Francisco, with easy access to water, road and rail transport. The Site is surrounded by the Port's bulk cargo terminal at Pier 94 and the Port's freight rail facilities. The location is close to I-280 and US 101, as well as to major local truck routes. Finally, the Site is in the vicinity of the major concrete producers in the City and County of San Francisco ("City"), which use construction materials imported through the Piers 90-96 Maritime Terminal.

**THIS PRINT COVERS CALENDAR ITEM NO.** 9A

## The Opportunity

Pier 96 was previously used as a container handling facility. After the Port terminated this use in the late 1990s, the Port leased parts of the Pier 94-96 container terminal to Norcal Waste Systems, Inc. for a recycling facility and Hanson Aggregates for a dry bulk handling facility, with other portions of the Site leased on an interim basis for various purposes. The 15-acre parcel that is the subject of this RFP has been used at times for dredge material drying and storage and for police driver training.

Port staff has received multiple expressions of interest regarding proposed bulk and breakbulk uses for the Pier 96 site. The proposed RFP for the lease and development of a maritime cargo terminal presents an opportunity with the following characteristics:

- 15 acres of paved land;
- A deep-water berth approximately 800 feet in length dredged to a depth of 36 feet, with an opportunity for preferential berthing rights, subject to continued Port rights to berth and discharge dredge material to an adjacent parcel as needed;
- An opportunity for additional non-exclusive berthing rights at an adjacent Pier 94 715-foot berth, subject to negotiations with current tenant;
- On-dock rail access in close proximity; and
- Two Hyundai cranes requiring recertification and reconditioning.

The Site currently has no covered storage or structures and no fencing or terminal gates.

The Port intends to seek proposals for a broad range of potential maritime cargo uses consistent with the Port's Waterfront Land Use Plan to maximize the revenue for the Port, provide economic opportunities for City businesses and residents and balance existing uses of the Pier 90-96 Maritime Complex.

## Maritime Terminal RFP Objectives

The proposed maritime cargo terminal RFP has the following objectives:

- Secure an experienced, high quality maritime cargo terminal operator and expand the Port's maritime portfolio;

- Provide for the physical upgrades to the Site including any necessary code upgrades and environmental requirements;

- Maximize Port revenue from the Site.

- Potentially provide for local discharge of materials to support construction projects in the City that would otherwise have to be trucked into the City.

- Provide employment and contracting opportunities for residents and businesses.

- Provide a project consistent with the policies in the Waterfront Land Use Plan.

- Provide perimeter and related Site improvements to mitigate any impacts of the operation, if applicable.

**Marketing**

Port staff will advertise the RFP opportunity in newspapers and trade publications (such as AAPA Seaports Magazine) used for this purpose by the Port's Maritime Division, and via direct communication with terminal and cargo operating companies in the United States.

**Proposed Rent and Key Lease Terms**

Subject to Port Commission approval and upon successful completion of negotiations with the selected Respondent, the Port anticipates entering into a lease for the Site with a terminal operator ("Operator"). The following are Key Lease Terms described in the proposed RFP. In their submittals, Respondents will be required to indicate acceptance of these Key Lease Terms, and to make a lease proposal that is consistent with these Key Lease Terms. The actual terms of the Lease will be negotiated with Port staff and the San Francisco Port Commission.

*Use*
Proposals must include a full description of proposed uses, such as: detailed description of facility use, anticipated commodities to be handled including whether import or export, means of transport to or from the facility, discharge or loading methods at the facility, handling, value-added processes, storage requirements, loading for delivery at the terminal, anticipated throughput volumes, and anticipated hours of operation.

After selection and prior to commencing operations, the Operator must submit an Operations Plan, subject to Port approval, including a detailed description of its maritime cargo handling activities and equipment, materials acceptance and segregation protocols, air quality and dust control measures, water quality and storm water pollution prevention measures, noise control measures, hazardous materials and waste management, and other best management practices.

Existing load limits for portions of the Site (750 lbs./sq. ft.) may limit the weight and/or location of product storage and/or additional geotechnical investigation may be required to determine load limits.

The Port may impose Best Management Practices for load checking, dust control, storage of material and stormwater management from sources published by the State of California or its agencies.

*Premises*
The Site consists of approximately 15 acres of paved land and preferential use of an 800-foot berth located at Pier 96 in the Southern Waterfront. The Site has previously been used as a maritime container handling facility.

*Base Rent*
Proposals should include a minimum base monthly rental rate per square foot with annual increases. The Operator will also be subject to Port wharfage and dockage fees set by the Port of San Francisco Tariff #4 and any future updates and revisions. After selecting a Respondent for Exclusive Negotiations, the Port envisions negotiating a base rent based on comparable rents and/or a rate of return to the Port based on underlying land value. Specific locational advantages provided by this lease opportunity, such as proximity to market (or source) for shipped materials that add value for a proposed business opportunity may result in a higher base rent.

The Port will entertain proposals for rent credits for major capital improvements to its facilities. The Port will also entertain proposals for rent credits to offset the incremental costs incurred by the Operator associated with the implementation of emission reduction measures (Southern Waterfront SEIR Mitigation Measure C.3).

*Term*
The Port staff will target an initial lease term of 10 years, but may consider a longer term if capital improvements to the property warrant a longer amortization period.

*Sale/Transfer/Refinancing*
The Port expects to participate in the proceeds that the Operator receives from the sale, transfer or refinancing of the leasehold.

*Maintenance/Repairs*
During the term of the lease, the Operator will be responsible for all improvements, maintenance, repairs and operating expenses associated with the Site, including any non-exclusive areas such as access roads, utilities, general buffer areas, and fendering and mooring improvements.

*Dredging*
The Port will be responsible for maintaining a minimum berth depth of 36 feet at Mean Lower Low Water ("MLLW").

*Possessory Interest and Other Taxes*
The Operator will be required to pay possessory interest taxes on the assessed value of the leasehold interest. The Operator also will be required to pay other applicable City taxes, including sales and payroll taxes.

*Security Deposit*
A security deposit will be required in an amount equal to no less than two month's Base Rent in the form of cash.

*Insurance Requirements*
The Operator will be required to maintain throughout the term of the Lease insurance typical for the approved project in amounts and with limits determined appropriate by the Port, the City's Risk Manager, and with carriers acceptable to the Port.

Depending on the financial capacity of the Operator, the Port may also require a guaranty from the Operator's parent company or other security guaranteeing the successful completion of the terminal project.

*"As-Is" Condition*
The Lease will require the Operator to accept the Site in its existing state and condition, "AS IS", with all faults.

*Environmental Deposits*
The lease will likely require two forms of environmental financial assurance designed to protect the Port from liability arising out of the operation:

1. A Letter of Credit (Environmental Performance Deposit) in a form determined by the Port and in an amount sufficient to compensate the Port for any damage it might incur as a result of the tenant's failure to perform its environmental obligations.

2. A $10,000 Environmental Oversight Deposit which can be used by the Port if the Operator receives a Notice of Violation or regulatory order and such notice of violation cannot be cured, or such regulatory order cannot be complied with, within 14) calendar days after delivery of such notice and the Operator is not actively working to cure such notice of violation or comply with such regulatory order. Port may use, apply, or retain the Environmental Oversight Deposit in whole or in part to reimburse Port for administrative costs and expenses incurred while inspecting the premises and enforcing Operator's obligations under the lease.

*Hazardous Materials*
During the "due diligence" period (described under the Exclusive Negotiations section below), the selected Respondent may conduct environmental and geotechnical site assessments of the Site. The Port will make existing information about physical and environmental conditions available to Respondents.

*Assignment/Sublease*
The Port will have the right to approve any assignment, sublease or transfer of the Lease, subject to any participation provisions, as described above under the heading "Sale/Transfer/Refinancing".

*Form of Lease*
The successful Respondent will be required to enter into a lease to be negotiated by the Port and Respondent during the period of exclusive negotiations (see Exclusive Negotiations section below). The lease will be consistent with the Port's standard leasing provisions of comparable projects.

*City Requirements*
The Lease will require the Operator to comply with all applicable City requirements in effect.

The Port Commission is interested in encouraging the participation of disadvantaged business entities in this RFP opportunity. The Operator will be encouraged to consult with the Human Rights Commission to determine appropriate methods for promoting participation by disadvantaged business entities in the Scope of Work. The City maintains a list of certified Local Business Enterprises (LBE) at:

http://sfgov.org/site/uploadedfiles/sfhumanrights/directory/vlist_1.htm

Depending on the use proposed for the Site, Trucking and Hauling and Security Guard Services are categories of services that may provide opportunities for certified LBE participation.

The Port will also require the Operator to pay prevailing wages in the construction of the facility improvements in accordance with prevailing wage and labor standards adopted by the San Francisco Board of Supervisors pursuant to SF Administrative Code Section 6.37.

*Diesel Fuel Measures*
The Operator must make good faith efforts to use low-emission diesel fuel or alternative low-emission fuels for all petroleum hydrocarbon-powered equipment used on the Premises, and to explore emerging new technologies for reducing diesel particulate matter.

*Local Truckers*
As a material consideration for Port's agreement to enter into this Lease, Operator agrees that, for all trucking opportunities associated with Operator's operations, including, without limitation, hauling of materials on and off the Site, Operator will make good faith efforts to first use local truckers.

*Performance Benchmarks*
All documents governing the approval and development of the Site will contain time and performance benchmarks, including provisions for payment of liquidated damages, with termination for non-performance.

**Selection**

Port staff will issue an RFP package consistent with standards and criteria established by the Port. The package will include an overview, a site map, a narrative description of the opportunity, Port project objectives, project approvals, lease parameters, selection process, selection criteria, and schedule and submittal requirements.

Proposals submitted to the Port will be analyzed to select the most qualified respondent. Selection criteria will include: the experience and reputation of the respondent, the quality of the lease concept, the financial viability of the proposal, the economic return to the Port and the respondent's demonstrated ability to finance, design and operate a maritime terminal at the proposed site. Port staff will then negotiate a lease with the selected respondent utilizing the Port's standard lease format. Earnest money deposits provided by Respondents with their proposals will be returned to the bidders not selected.

## RFP Schedule

The schedule for selection is as follows (subject to modification):

| | |
|---|---|
| Issue RFP | December 3, 2007 |
| Pre-submittal conference and site tour for prospective Respondents | January 16, 2008 |
| Submittal deadline | February 29, 2008 |
| Selection of Respondent(s) for additional review | March 15, 2008 |
| Presentation(s) by selected Respondent(s) | April, 2008 |
| Port Commission approval of selected Respondent | April, 2008 |
| Execution of Exclusive Negotiating Agreement and lease negotiations | May, 2008 |
| Port Commission approval of lease | Date dependent on required regulatory approvals |

Note: maritime leases such as the proposed lease are not subject to approval by the San Francisco Board of Supervisors pursuant to San Francisco Charter Section 9.118.

## Regulatory Approvals

A selected Respondent will be responsible for complying with all applicable environmental and regulatory requirements, as administered by the Port in its regulatory capacity, or other regulatory agencies. This includes compliance with the California Environmental Quality Act (CEQA) to analyze and mitigate any adverse environmental impacts, which is administered by the San Francisco Planning Department

*California Environmental Quality Act*
In 2001, the Planning Department completed the Southern Waterfront Supplemental Environmental Impact Report, (EIR) which includes analysis of several potential maritime and industrial activities on Port property. In June 2007, the Planning Department published a Draft EIR for the Eastern Neighborhoods Rezoning and Area Plans, which analyzed potential zoning and development changes in specified districts north of Islais Creek. The use proposal of a selected Respondent to this RFP will be subject to CEQA review. The Planning Department may consider information in these EIR documents and/or require additional analysis to be completed as a prerequisite to Commission approval of any lease of premises.

*Bay Conservation and Development Commission*
The regulatory review process will include compliance with planning policies and/or permit requirements administered by the San Francisco Bay Conservation and Development Commission (BCDC). Pier 96 is included within BCDC's Seaport Plan, which is focused on designating facilities around San Francisco Bay for specified types of cargo maritime and port operations. The selected Respondent's proposal will be subject to review by BCDC for compliance with Seaport Plan and other BCDC planning policies, and permitting requirements.

*Marine Transportation Security Act of 2002*
The Operator will be responsible for a security threat assessment and authorship of a Facility Security Plan (FSP) for the facility, gaining U.S. Coast Guard authorization for said FSP and maintaining all staffing, fixtures and duties required to remain in compliance with the regulations of Marine Transportation Security Act of 2002 and future amendments or revisions thereto, and will be responsible for all penalties and remedies for non-compliance.

**Exclusive Negotiations**

As provided in the RFP, after evaluation and determination of the most qualified Respondent, Port staff may recommend that the Port Commission authorize staff to enter into an exclusive negotiation agreement with a single Respondent. Upon Port Commission authorization of exclusive negotiations, the selected Respondent must submit a $10,000.00 non-refundable fee (inclusive of the Earnest Money Deposit already provided by the Respondent) for a period of exclusive negotiations during which:

- A lease agreement and related documents for the lease and renovation of the Site in a final form approved by the San Francisco City Attorney will be negotiated, incorporating specific terms including, but not limited to, the Port's and lessee's responsibilities, the economic parameters, operational standards and lease requirements, and a performance schedule;

- The selected Respondent will complete its "due diligence" review of the Site, including any required geotechnical investigation, finalize financial projections, and complete preliminary development plans including, but not limited to floor plans, elevations, and renderings for the Site; and

- The selected Respondent will commence the project approval processes.

**Recommendation**

Port staff recommends that the Port Commission authorize Port staff to advertise and issue an RFP for a Maritime Terminal Operation at Pier 96, as described in this memorandum.

Prepared by: Jim Maloney, Maritime Marketing Manager

**PORT COMMISSION**
**CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 07-83**

WHEREAS, Charter Section B3.581 empowers the Port Commission with the authority and duty to use, conduct, operate, maintain, manage, regulate and control the lands within Port jurisdiction; and

WHEREAS, The Port owns an approximately 15 acre site at Pier 96, formerly used as a maritime container handling facility (the "Site"); and

WHEREAS, Port staff anticipates strong demand for a leasing opportunity for a maritime terminal; and

WHEREAS, It is the policy of the City and County of San Francisco to encourage competitive bidding for leasing opportunities unless impractical or infeasible; and

WHEREAS, the Port Commission wishes to proceed with a lease of the Site for a maritime terminal operation; therefore, be it

RESOLVED, that the Port Commission hereby authorizes staff to offer the opportunity for the lease and operation of a maritime terminal at the Site through a request for proposals and qualifications (RFP) process consistent with industry standards and with the terms set forth in the staff memorandum accompanying this resolution, Agenda Item No. 9A, a copy of which is on file with the Port Commission Secretary, subject to modifications approved by the Executive Director.

***I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of November 13, 2007.***

_____
Secretary

PORT OF SAN FRANCISCO

**MEMORANDUM**

November 8, 2007

**TO:** MEMBERS, PORT COMMISSION
Hon. Ann Lazarus, President
Hon. Kimberly Brandon, Vice President
Hon. Rodney Fong
Hon. Michael Hardeman
Hon. Stephanie Shakofsky

**FROM:** Monique Moyer
Executive Director MMoyer

**SUBJECT:** Request approval of new policy for enhancing Southern Waterfront Community Benefits and Beautification

**DIRECTOR'S RECOMMENDATION:** APPROVE ATTACHED RESOLUTION

The Port of San Francisco ("Port") oversees a broad range of maritime, commercial, and public-access facilities along the waterfront that are held in public trust for the people of the State of California. In doing so, the Port strives to be a good neighbor, embraces environmental stewardship of its lands and attracts visitors to enjoy the shoreline.

The Port works continuously to attract visitors and users to its waterfront. In the past decade, the Port has worked to draw visitors to its southern-most shores. Like many jurisdictions around the world, the Port has found that maritime, commercial and industrial uses can co-exist with recreational and open space uses. Consequently, the Port and its tenants strive to go beyond simply mitigating environmental impacts from maritime, commercial and industrialized uses. We work diligently together to enhance and beautify our facilities and lands for all persons and users.

**Background**

The Port defines its southern waterfront as the area located from Mariposa Street in the north to India Basin in the south (the "Southern Waterfront"). The Southern Waterfront is home to the Port's industrial maritime operations and a mixture of other users. It is also home to the Pier 66 public access area, Warm Water Cove, Islais Creek, India Basin and Heron's Head Park. The Port is a proud supporter of the Blue Greenway which eventually will link established open spaces, including those areas under Port jurisdiction, over a 13 mile stretch of waterfront. Also within the Southern Waterfront are a number of significant historic resources requiring rehabilitation.

**This Print Covers Calendar Item No. 10A**

Through the attached Policy for Southern Waterfront Community Benefits and Beautification Projects (this "Policy") the Port is seeking to integrate our maritime, commercial and industrial uses into our waterfront surroundings and neighborhood community. Each new, amended or extended lease, license, permit, operating agreement or memorandum of understanding for activities within the Southern Waterfront (collectively, "Leases") shall be subject to consistency with this Policy unless waived by specific action of the Port Commission. Tenants and users are also required to comply with applicable mitigation measures identified in the Southern Waterfront Supplemental Environmental Impact Report or governing environmental certification.

**Components of the Policy**

The Policy consists of three objectives:

(1) creation of minimal beautification measures to be followed, and community benefits to be provided by users of the Port's Southern Waterfront property;

(2) creation of a Southern Waterfront Community Benefits and Beautification Fund ("Fund") consisting of revenue set aside from the Port's collection of monthly rental from its Southern Waterfront property; and

(3) criteria guiding the expenditure of funds set aside in the Fund.

If the Policy is adopted by the Port Commission, it will become effective on November 15, 2007. With respect to item 1, creation of minimal measures and benefits, such considerations would be included in any of the Port's standard form leases executed on or after November 15, 2007. Deviation or waiver from such considerations would require express approval by the Port Commission consistent with the Port's practices related to rental rates and standard lease provisions.

With respect to item 2, creation of a Fund, a portion of rental revenues generated from any Leases executed on or after November 15, 2007 shall be set aside on a monthly basis upon receipt. Beginning with fiscal year 2008-09, the Port Commission will approve the monthly set aside amount as part of its annual rental rate approval process. For purposes of this fiscal year (2007-08), Port staff will negotiate within the existing rental rate range as contained in the Port's 2007-08 Minimum Monthly Rental Rate Schedule approved by the Port Commission in June 2007.

With respect to item 3, expenditure of funds, such funds will be expended in accordance with the Port's existing budgetary and financial processes. As such, the first expenditures will be approved by the Port Commission as part of its FY 2008-09 budget for expenditure as articulated in the Policy.

**Updates Since Port Commission Hearing on August 14, 2007**

The Port Commission heard an informational presentation at its August 14, 2007 meeting. Subsequently, presentations were made to the Southern Waterfront Advisory Committee (SWAC), the Central Waterfront Advisory Group (CWAG) and the Maritime Commerce Advisory Committee (MCAC). Certain members evidenced concern with the imposition of a rental rate surcharge to fund the Southern Waterfront Community Benefits and Beautification Fund. As noted above, the Port staff recommends the deletion of such surcharge and proposes instead that monthly rental income be set aside to create and promote the Fund.

**Recommendation**

Port staff recommends approval of the attached resolution for inclusion in the Port's standard form leases, licenses, permits, operating agreements and memorandums of understanding.

Prepared by: Monique Moyer, Executive Director
For: Susan Reynolds, Deputy Director, Real Estate

**PORT COMMISSION**
**CIYTY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 07-77**

WHEREAS, Charter Section B3.581 empowers the Port Commission with the power and duty to use, conduct, operate, maintain, manage, regulate and control the Port area of the City and County of San Francisco and further grants the Port Commission exclusive authority to approve the lease of Port lands and facilities and collect and retain the rents and other revenues from such leases; and

WHEREAS, the Port Commission seeks to integrate the Port's maritime, commercial and industrial uses into its waterfront surroundings and neighborhood community; and

WHEREAS, in consideration for the use of Port facilities or properties in the Southern Waterfront, the Port Commission has set certain beautification measures and community benefits to be imposed on any user of said property as set forth in the Port Commission's Policy for Southern Waterfront Community Benefits and Beautification on file with the Secretary of the Commission; and

WHEREAS, the Port Commission desires to create a dedicated source of money to fund certain improvements, beautifications and/or benefits in the Southern Waterfront to be known as the Southern Waterfront Community Benefits and Beautification Fund as more fully described in the attached Policy for Southern Waterfront Community Benefits and Beautification; and

WHEREAS, the Port Commission desires to establish criteria (as described in the Policy for Southern Waterfront Community Benefits and Beautification) for expenditure of such money on deposit, from time to time, in the Port's Southern Waterfront Community Benefits and Beautification Fund; now therefore be it

RESOLVED, that Port Commission hereby adopts the Policy for Southern Waterfront Community Benefits and Beautification to be effective as of November 15, 2007.

***I hereby certify that the forgoing resolution was adopted by the San Francisco Port Commission at its meeting of November 13, 2007.***

_____
Secretary

# PORT OF SAN FRANCISCO

# POLICY FOR SOUTHERN WATERFRONT COMMUNITY BENEFITS AND BEAUTIFICATION

**NOVEMBER 2007**

The Port of San Francisco ("Port") is a public enterprise dedicated to recreational and maritime use, transportation, public access and commercial and industrial activities on a self-supporting basis through appropriate management, use and development of the waterfront for the benefit of the People of California.

## GENERAL PORTWIDE POLICY

It is the general policy of the Port to foster and encourage public use, enjoyment and enlivenment along the San Francisco waterfront. In addition to Port initiatives and operations, public use and enjoyment activities are augmented through maritime and commercial rental activities, private investment and development of Port properties. It is also the general policy of the Port to integrate such uses into our waterfront surroundings and neighborhood community.

## OVERVIEW AND CONTENT

This Policy for Southern Waterfront Community Benefits and Beautification Projects (this "Policy") concerns the Port's real property located from Mariposa Street in the north to India Basin in the south as illustrated on the attached map. The Southern Waterfront is home to the Port's industrial maritime operations and a mixture of other users. It is also home to the Pier 66 public access area, Warm Water Cove, Islais Creek, Heron's Head Park, India Basin and, eventually, the Blue Greenway. This Policy is intended to ensure that industrial, maritime and commercial uses on Port property are contributors to, rather than detractors from, these assets, our neighbors, community and shoreline.

The Port is committed to maximum utilization of the existing maritime terminal facilities and to attracting visitors to the shoreline. The Southern Waterfront presents a tremendous opportunity to generate beneficial economic and quality of life impacts to the southeast part of the City. To that end, the Port is amenable to inclusion of non-maritime land uses which are compatible with the area. Thus, the Port requires that the following *minimum* measures, benefits and rental surcharge be included in the terms of any new, amended or extended leases, licenses, permits, operating agreements or memorandums of understanding (together, "Leases").

## COMMUNITY BENEFITS AND BEAUTIFICATION MEASURES

The Port seeks the following beautification measures and community benefits from its Southern Waterfront tenants in consideration for the use of its facilities or properties in the Southern Waterfront:

1. Beautification, greening and maintenance of any outer edges of and entrances to the site or premises under the Lease;

2. Creation and implementation of a Community Outreach and Good Neighbor Policy to guide Lessee's interaction with the Port, its neighbors, visitors and users;

3. Use, as needed, or support of job training and placement organizations serving southeast San Francisco;

4. Commitment to engage in operational practices that are sensitive to the environment and the neighboring community by reducing engine emissions consistent with the City's Clean Air Program, and use of machines at the site that are low-emission diesel equipment and utilize biodiesel or other reduced particulate emission fuels;

5. Commitment to use low impact design and other "green" strategies when installing or replacing stormwater infrastructure;

6. Employment of a large percentage of the managers and staff at the site who live in the local neighborhood or community;

7. Use, as needed, of Local Truckers; for purposes of this Policy, "Local Truckers" means those truckers that are certified by the San Francisco Human Rights Commission as a "Local Business Enterprise" pursuant to the City's Local Business Enterprise and Non-Discrimination Ordinance; and

8. Use, as needed, of Local Businesses; for purposes of this Policy, "Local Businesses" means those businesses that are located within the Potrero Hill and Bayview Hunters Point Neighborhoods. Local businesses may include, but are not be limited to contractors, printers and service providers

**CREATION OF SOUTHERN WATERFRONT COMMUNITY BENEFIT AND BEAUTIFICATION FUND**

Pursuant to this Policy, the Port will set aside a portion of the monthly rents collected from Leases issued on or after the Effective Date for the lease or use of Port property in the Southern Waterfront. The amount of such set aside shall be adopted by the Port Commission annually as part of its review and approval of the annual Rental Rate Schedule beginning with approval of the 2008-09 Rental Rate Schedule. In accordance with the outstanding 2007-08 Rental Rate Schedule, the Port will set aside the following amounts from its monthly rental collections:

2007-08 MINIMUM MONTHLY RENTAL RATE SCHEDULE[1]

| TYPE OF USE & LEASE | CLASS & LOCATION OF FACILITY/SPACE | APPROVED MONTHLY RATE | SET ASIDE BENEFIT FUND |
|---|---|---|---|
| FULL SERVICE GROSS LEASES | | | |
| | 696 Amador | $1.75 – 1.80 | $0.09 |
| NET LEASES | | | |
| | Pier 70 Bldg 11 | $0.95 – 1.25 | $0.05 |
| | 501 Cesar Chavez | $1.60 – 1.80 | $0.08 |
| | Pier 96 Admin. Bldg. | $1.25 – 1.50 | $0.06 |
| | Pier 96 Gate House | $1.25 – 1.50 | $0.06 |
| OFFICE STORAGE | | | |
| | Southern Waterfront | $0.90 – 0.90 | $0.04 |
| INDUSTRIAL GROSS LEASES: | | | |
| | SWLs 343 & 354 | $0.60 – 0.75 | $0.04 |
| | Pier 80 | $0.60 – 0.75 | $0.04 |
| | Pier 92 & SWLs 344 & 349 | $0.60 – 0.71 | $0.04 |
| | Pier 96 M&R | $0.65 – 0.70 | $0.04 |
| OPEN LAND AND PIER SPACE USES: INDUSTRIAL GROSS | | | |
| | Southern Waterfront | $0.25 - .030 | $0.02 |

UTILIZATION OF THE SOUTHERN WATERFRONT COMMUNITY BENEFIT AND BEAUTIFICATION FUND

Funds set aside in the Port's Southern Waterfront Community Benefit and Beautification Fund will be applied by the Port to any or all of the following Southern Waterfront beautification projects:

1. **Open Space**: As outlined in the Waterfront Land Use Plan, the provision of open spaces is a high priority for the Port, especially within the Southern Waterfront. Rental surcharge revenues may be applied to any of the Port's existing open spaces, as listed above, reclaimed beaches, new parks (such as "Crane Cove Park" or the Blue Greenway) or various streetscape and landscape greenway improvements along Cargo Way to connect Third Street with Heron's Head Park and India Basin shoreline open spaces.

[1] *As approved by the Port Commission on June 12, 2007*

2. **Wetland Restoration:** The restoration of wetlands is a high priority for the Port. Revenue from the Benefit Fund may be applied to the maintenance or enhancement of existing Port wetlands, such as the Pier 94 Wetlands, or creation of new wetlands within the boundaries of the Southern Waterfront.

3. **Pier Removal:** As outlined in the Waterfront Land Use Plan and BCDC Special Area Plan, removal of certain designated piers and pier sheds is desirable and would further public trust objectives by providing new open water and views of the San Francisco Bay. Piers and piles have deteriorated all throughout the Southern Waterfront. Many of the piers, such as Pier 64, are no longer serviceable and require removal. Revenue from the Benefit Fund may be applied to such pier removal.

4. **Public Art:** Support or sponsor temporary or permanent art installation(s), consistent with Mayor Newsom's Blue Greenway Task Force recommendations, and applicable procedures for reviewing public art proposals. Specific sites for art were identified in the task force report and are located within existing Southern Waterfront open spaces.

5. **Historic Preservation:** As outlined in the Waterfront Land Use Plan, preservation of Pier 70 and other historic resources is a high priority for the Port. Revenue from the Benefit Fund may be applied to repairs, mothballing or other preservation efforts, consistent with ongoing Pier 70 and other Southern Waterfront planning efforts by the Port.

6. **Other:** From time to time, the Port anticipates that projects will arise in the Southern Waterfront that do not precisely meet the criteria stated above. Expenditures from the Benefit Fund may be for items not consistent with the above criteria provided (i) such expenditures are made solely for the benefit of Port interests in the Southern Waterfront AND (ii) expenditures in excess of $10,000 are approved by the Port Commission.

**IMPACT OF POLICY OF REQUEST FOR PROPOSALS SOLICITATION**

Whenever the Port Commission issues a Request for Proposals ("RFP") for a lease, development, rehabilitation or use of its real property, the Port Commission will include whichever criteria it deems appropriate to meet its goals for that lease, development or use in the RFP. Such criteria may include some, but not all, of the considerations contained in this Policy. Such criteria may also include considerations not contained within this Policy. The Port Commission shall make a determination of the appropriate criteria prior to the issuance of the RFP.

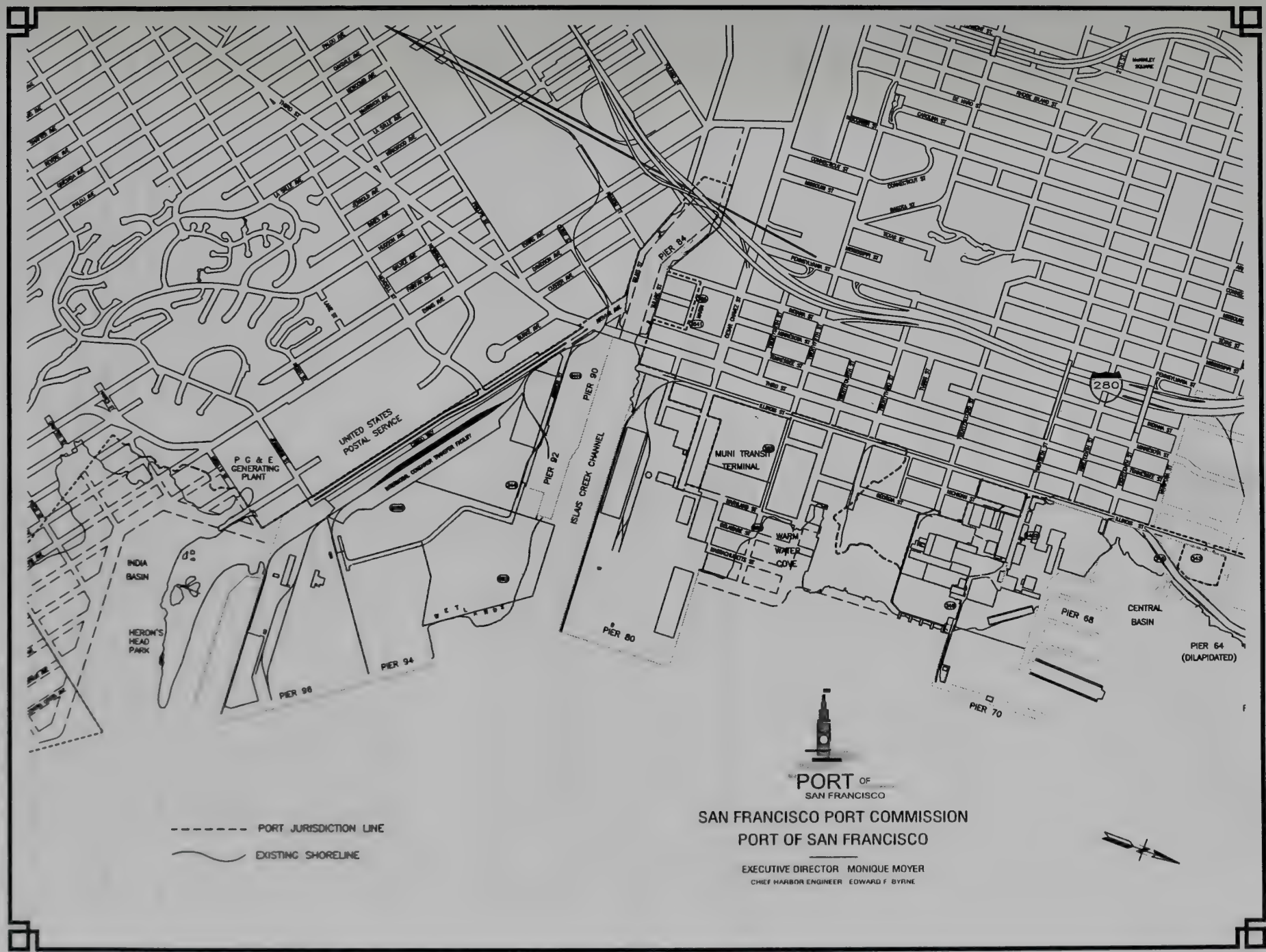
**IMPACT ON POLICY OF EXCLUSIVE RIGHT TO NEGOTIATE AGREEMENT**

Whenever the Port Commission executes an Exclusive Right to Negotiate Agreement ("ENA"), for a lease, development, rehabilitation or use of its real property, the Port Commission will include whichever criteria it deems appropriate to meet its goals for that lease, development or use in the ENA. Such criteria may include some, but not all, of the considerations contained in this Policy. Such criteria may also include considerations not contained within this Policy. The

Port Commission shall make a determination of the appropriate criteria prior to the Port's execution of the ENA.

EFFECTIVE DATE AND OPERATION

Upon adoption by the Port Commission, this Policy shall become effective on November 15, 2007. Any Leases delegated to be executed by Port staff in conformance with the Port Rental Rate Schedule and the Port's Standard Lease form shall adhere to this Policy. The Port Commission shall, but is not obligated, to make an independent determination of the appropriate criteria to be contained in any Lease which comes before the Port Commission for a separate approval to execute.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PIER 90
PIER 92
ISLAIS CREEK CHANNEL
UNITED STATES POSTAL SERVICE
P G & E GENERATING PLANT
MUNI TRANSIT TERMINAL
WARM WATER COVE
INDIA BASIN
HERON'S HEAD PARK
PIER 94
PIER 96
PIER 80
PIER 68
CENTRAL BASIN
PIER 64 (DILAPIDATED)
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280
PORT OF SAN FRANCISCO
PORT JURISDICTION LINE
EXISTING SHORELINE
SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
EXECUTIVE DIRECTOR MONIQUE MOYER
CHIEF HARBOR ENGINEER EDWARD F BYRNE

PORT OF SAN FRANCISCO

**MEMORANDUM**

November 6, 2007

**TO:** MEMBERS, PORT COMMISSION
Hon. Ann Lazarus, President
Hon. Kimberly Brandon, Vice President
Hon. Rodney Fong
Hon. Michael Hardeman
Hon. Stephanie Shakofsky

**FROM:** Monique Moyer
Executive Director

**SUBJECT:** Request approval of the Environmental Risk Management Policy and Financial Assurance Requirements for Real Property Agreements.

**DIRECTOR'S RECOMMENDATION:** APPROVE RESOLUTION

This document describes and clarifies the Port's existing policy regarding financial assurance requirements for real property agreements to address potential environmental liabilities, and the roles and responsibilities of Port staff with respect to ensuring compliance with these requirements. Every lease, lease renewal, lease amendment, sublease, assignment, license, and permit to enter shall be subject to review for applicability of financial assurance requirements.

## Background

Under federal, state and local environmental laws, the owner of property is strictly liable for the environmental condition of its property, regardless of its lack of culpability in creating the environmental harm. Consequently, the Port can be held liable for environmental problems created or left behind by its tenants, licensees and/or permittees. (For purposes of this staff report and the attached Policy, the term "tenant" shall include licensee and permittee.) This could include Port expenditures for staff time, laboratory analyses, regulatory fines, removal of abandoned materials, site investigation, remediation of soil and groundwater, and other unfulfilled tenant obligations with respect to the condition of Port property. To minimize these environmental liabilities and their associated costs, the Port requires financial assurances for industrial and commercial activities that present significant environmental risks to the Port. Port staff performs an analysis of the potential environmental liabilities and risk to the Port for all leases, lease renewals, lease amendments, subleases, assignments, licenses, and permits to enter and if appropriate, the environmental assurance provisions are incorporated into such documents.

**This Print Covers Calendar Item No.** 10B

Through this policy, the Port is seeking to manage risk and minimize potential Port liability. The goal is to establish an approach that reasonably reflects risk to the Port while trying to maximize trust assets through commercial and industrial leasing opportunities, and to employ a consistent methodology that fairly characterizes and protects the Port against such risks. Numerous regulatory precedents exist at both the federal and state levels and these have been used to inform this policy.

**Port Staff Community Meeting**

On August 7, 2007 Port staff presented this policy to the Port Commission as an informational item. On October 18, 2007, Port staff presented this policy to the Maritime Commerce Advisory Committee. The presentation focused on the purpose of the policy, the mechanisms by which additional security is provided to the Port, and the impact this has on tenant obligations.

**Recommendation**

Port staff recommends that the Port Commission approve this resolution clarifying the Port's Environmental Risk Policy and Financial Assurance Requirements, per the attached Exhibit.

Prepared By: Richard Berman
Environmental Regulatory Specialist
Real Estate Division

For: Monique Moyer
Executive Director

**PORT OF SAN FRANCISCO**
**ENVIRONMENTAL RISK MANAGEMENT POLICY AND**
**FINANCIAL ASSURANCE REQUIREMENTS**

This policy explains the financial assurance requirements for real property agreements to address potential environmental liabilities, and the roles and responsibilities of Port staff with respect to ensuring compliance with these requirements. Every lease, lease renewal, lease amendment, sublease, assignment, license, and permit to enter shall be subject to review for applicability of financial assurance requirements.

## BACKGROUND

Under federal, state and local environmental laws, the owner of property is strictly liable for the environmental condition of its property, regardless of its lack of culpability in creating the environmental harm. Consequently, the Port can be held liable for environmental problems created or left behind by its tenants, licensees and/or permittees. (For purposes of this Policy, the term "tenant" shall include licensee and permittee.) This could include Port expenditures for staff time, laboratory analysis, regulatory fines, removal of abandoned materials, site investigation, remediation of soil and groundwater, and other unfulfilled tenant obligations with respect to the condition of Port property. To minimize these environmental liabilities and their associated costs, the Port requires financial assurances for industrial and commercial activities that present significant environmental risks to the Port. Port staff performs an analysis of the potential environmental liabilities and risk to the Port for all leases, lease renewals, lease amendments, subleases, assignments, licenses, and permits to enter and if appropriate, the environmental assurance provisions are incorporated into such documents.

Through this policy, the Port is seeking to manage risk and minimize potential Port liability. The goal is to establish an approach that reasonably reflects risk to the Port while trying to maximize trust assets through commercial and industrial leasing opportunities, and to employ a consistent methodology that fairly characterizes and protects the Port against such risks. Numerous regulatory precedents exist at both the federal and state levels and these have been used to inform this policy.

## FINANCIAL ASSURANCE REQUIREMENT

The financial assurance requirement ensures that adequate funds are available to cover the costs of a tenant's environmental obligations to the Port. It has two basic components which are usually used in combination:

- Environmental Oversight Deposit
- Environmental Performance Deposit

The standard security deposit is used to compensate the Port for routine expenses incurred or damage caused by the tenant. Common examples include unpaid rent or other bills for which the Port might be liable, as well as damage to property such as windows, flooring, and fencing. Additionally, these risks are consistent enough to be addressed as a function of rent, so that a standard security deposit is commonly assessed at the value of no less than two months.

Over recent decades, however, this traditional notion of property damage has evolved to reflect advances in environmental and health sciences and an improved understanding of the potential for harm associated with commercial and industrial activities. These trends have been accompanied by more restrictive regulatory mandates which often impose retroactive liability on broadly defined responsible parties, including property owners. In the context of the standard security deposit, these risks and liabilities are significant and extraordinary. They might include contamination to soil and groundwater, improper handling of hazardous waste, or significant regulatory fines. The costs can vary by orders of magnitude, and commonly exceed $100,000 but can easily rise above $1,000,000. As a supplement to the standard security deposit, the environmental financial assurance deposits protect the Port from the unusual and extraordinary environmental risks that can arise from certain tenant activities.

The Environmental Oversight Deposit is a cash deposit to reimburse the Port for additional staff time and administrative expenses due to a notice of violation or other regulatory order that is issued to a tenant. Administrative expenses include staff time for inspecting and monitoring the condition of the tenant's premises, corresponding with regulatory agencies, and otherwise enforcing and administering the tenant's environmental obligations. Because administrative staff costs are predictable and because the environmental oversight deposit is replenishable, staff has determined that $10,000 is sufficient for the environmental oversight deposit, when needed.

The Environmental Performance Deposit is secured to cure any defaults on the part of the tenant, or to compensate the Port for any damage it might incur as a result of the tenant's failure to perform its obligations, environmental or other. It is a component of the security deposit to be applied as such, without restriction. The need for and amount of the Environmental Performance Deposit is determined by Port staff and is based on staff's analysis of environmental liabilities and risk. Because tenant activities and their associated risks vary widely, a separate determination is made for each tenant. The amount of the Environmental Performance Deposit can range from thousands of dollars to more than one million dollars. If the Port is requiring that the tenant carry pollution legal liability coverage, upon request by the tenant the Port may review the deductible required under that policy, relative to the face value of the letter of credit. The tenant may also present evidence of financial assurance required by third parties that would protect the Port against such risks.

## TYPES OF FINANCIAL ASSURANCE

A variety of financial assurance mechanisms are available to the Port and a determination of the most appropriate mechanism is dependent upon an array of factors. Examples of financial mechanisms include:

- Cash Deposit
- Letters of Credit
- Corporate Guaranty

When identifying the most appropriate financial mechanism(s), foremost consideration is given to the Port's ability to access the necessary deposit in a timely manner. Difficulties such as bankruptcy or the required consent of a third party institution increase the risk that the Port will not be able to access the financial assurances.

As a rule, a cash deposit is the Port's preferred mechanism of financial assurance for environmental obligations. A letter of credit may also be acceptable provided that the letter of credit is irrevocable, stand-by, unconditional and negotiable, and may be drawn by the Port in the financial/downtown district of San Francisco.

In limited situations, the Port may accept an unconditional guaranty from a third party entity, such as a corporate parent, that has the financial capability to guarantee all of a tenant's obligations. Because a corporate guaranty poses additional risks to the Port that cash deposits or letters of credit do not have (such as guarantor fails to abide by the terms of the guaranty requiring Port to sue and guarantor goes bankrupt), the corporate guaranty should be used by the Port only in conjunction with a cash deposit or letter of credit.

Acceptable forms of financial assurance to the Port are restricted to cash deposits and letters of credit, and either of which may be supplemented with a corporate guaranty. Port staff is not authorized to accept any other form of financial assurance without Port Commission approval.

Financial mechanisms should extend throughout the full term of each tenancy plus any time necessary to perform a proper exit inspection (typically 45 days to nine months). In the event that the Port should need to avail itself of these funds before a tenancy ends, a replenishing requirement should be included.

## APPLICATION OF FINANCIAL ASSURANCE REQUIREMENT

Determinations about financial assurance involve complex environmental issues and the applicability of this requirement to prospective and renewing tenants are made after review and consideration of each leasing application or request for renewal or amendment. Although a single methodology does not apply to all scenarios, some general guidelines can be identified. Risk analyses and recommendations for financial assurance are generally prepared by the Real Estate Regulatory Specialist who is responsible for environmental affairs in conjunction with leasing and property management. This recommendation is then presented for consideration to the Port's Risk Manager and to the appropriate Deputy Directors of the Real Estate, Planning & Development, and Maritime Divisions. The Risk Manager and Director(s) may accept, revise, or reject the amount of the recommendation; they may also select a different financial assurance mechanism from among the approved types. Approval of any other type of financial mechanism such as a surety bond would require approval of the Port Commission.

Risk to the Port from a tenant's activities can be manifested in many ways that can lead to the imposition by staff of a financial assurance requirement. Certain regulatory thresholds and permit requirements can indicate an elevated environmental risk. Similarly, activities such as the storage or movement of large quantities of soil or construction materials can indicate elevated risk levels. On the other hand, many businesses do not require environmental permits, store hazardous materials, or otherwise present significant risk to the Port; such businesses are, therefore, unlikely to trigger financial assurance. Business activities that typically do not trigger financial assurance include office use, restaurants, or fish processing. Finally each determination is predicated upon the analysis of risk only, independently of the remaining lease terms, including rent which in many cases has no relationship to the potential environmental liabilities presented by a particular tenant's operations.

## ENFORCEMENT OF FINANCIAL ASSURANCE REQUIREMENT

Failure by a tenant to maintain and provide proof of financial assurance constitutes an event of default under the lease, subject to immediate enforcement by Port staff. Port staff with responsibility for administration of a lease, license, or permit to enter shall immediately consult with the Deputy Director of Real Estate (or the Deputy Director of Maritime or the Deputy Director of Planning & Development) and, in consultation with the City Attorney's Office, initiate written enforcement of the terms and conditions of the subject agreement. Note that this is the responsibility of the Real Estate or Maritime staff managing the property and not that of the City Risk Manager, Port Risk Manager, Environmental Staff, the Real Estate Management Assistants, or the City Attorney's Office

## HAZARD AND RISK

A common and important distinction is that between 'hazard' and 'risk'. While hazard is understood to be the potential to cause harm, risk is a consideration of the hazard together with the likelihood or probability that such harm will occur. Both hazard and risk will be considered in determining whether financial assurances will be required and in what amount.

A common and low hazard event such as the release of hydraulic fluids from a vehicle storage yard might not warrant a financial assurance. Similarly, a worst-case scenario can be highly improbable and might, therefore, be a poor basis on which to require financial assurances. As an example, abandoned soil contaminated with chlorinated hydrocarbons might be the most costly scenario for a given operation, yet might be a very unlikely occurrence. Abandoned soil contaminated with lead would be less costly but much more likely to occur and could better serve as a basis for the determination of financial assurance.

Certain regulatory thresholds and permit requirements are indicators of concern that can also represent an elevated environmental risk to the Port. A Department of Public Health Hazardous Materials Unified Program Agency (HMUPA) permit is an example. This permit is required by the State for businesses that generate hazardous waste, store threshold quantities of hazardous materials, or operate underground or aboveground storage tanks. In particular, the generation of large amounts of hazardous waste or the operation of an underground storage tank presents sufficient risk that financial assurance is mandated in state law. Port tenants that are subject to a commercial/industrial storm water permit will also be candidates for financial assurance. This likelihood will increase as the permit level increases from the

- General permit for industrial facilities to
- Industry-specific general permit to
- Individual National Pollution Discharge Elimination System (NPDES) permit

## DETERMINING RISK and CALCULATING FINANCIAL ASSURANCE

When analyzing the risks posed by a Port tenant, it is useful to estimate the greatest hazard or worst-case situation. This analysis can help Port staff to understand the likelihood of a given range of hazards to determine the risk. Once the risk is characterized, the financial impact to the Port should be calculated, including potential regulatory costs.

**Regulatory Precedent**

There are many examples of regulated commercial and industrial activities which the federal or state government has determined presents sufficient risk that financial assurance is required.

EXAMPLE 1

Hazardous Waste Facilities

California Code of Regulations – Title 22 §66264.140 et seq.

EXAMPLE 2

Hazardous Waste Treatment Units

California Code of Regulations – Title 22 §67450.13 et seq.

EXAMPLE 3

Household Hazardous Waste Collection Facilities

California Code of Regulations – Title 22 §67450.30 et seq.

EXAMPLE 4

Underground Storage Tanks

Code of Federal Regulations – Title 40 Part 280 §280.90 et seq.
California Health and Safety Code – Section §25299.30 et seq.
California Code of Regulations – Title 23 §2805 et seq.

EXAMPLE 5

Tankers and Barges That Transport Oil in Bulk Across State Marine Waters

California Code of Regulations – Title 14 §791 et seq.

The first example mitigates the risk that an operator of a hazardous waste facility might declare bankruptcy and abandon a facility filled with hazardous waste. As the regulating agency for hazardous waste, the state has an interest in ensuring that responsible parties are held accountable for the materials they handle. The Title 22 regulations include guidelines for determining which businesses are subject to the requirement and a methodology for estimating financial assurance. The requirement applies to specific generators and handlers of hazardous waste that are deemed to pose the highest risks; these include treatment, storage and disposal facilities (TSDFs) and facilities that treat hazardous waste under a Permit-By-Rule (PBR). It does not apply to activities that the state has determined pose lesser risks such as the generation of used motor oil. The methodology requires the estimation of the maximum amount of waste that can be stored (the maximum risk), thus providing a foundation for calculating maximum disposal liability. The methodology also excludes any potential recovery value from the waste materials as part of the financial assurance determination, thus preventing the underestimation of risk. It also requires an annual adjustment of the financial assurance to reflect inflationary costs, adjustments within the industry, and changes in an operation.

This methodology could be adapted to a variety of prospective Port tenants, such as an electronics waste collector. Electronics waste is regulated as hazardous in California but is not subject to the state's financial assurance requirement. Nonetheless, the prospect of an abandoned leasehold filled with hazardous electronic waste would present a financial risk to the Port that

would require mitigation. The Title 22 methodology could serve as a foundation for this mitigation.

Each subsequent example cites similar regulations for different activities that would require risk mitigation. Although the activities vary, these requirements establish precedent as well as a variety of methodologies for determining the amount and form of financial assurance for Port tenants that present heightened risk. Although these examples might not translate directly to a specific tenant activity at the Port, reference to these financial assurance models also promotes consistency in application of this policy. Staff shall use its best professional judgment in applying and adapting these and other models to fairly and objectively assess the risks associated with tenant activities at the Port.

**Materials**

An assessment of the tenant's operation is fundamental to calculating financial assurance and begins with a materials inventory that includes associated hazards, storage containers to be used (drums, yard boxes, open land, etc.), storage capacity (which might exceed intended storage quantity) and understanding materials flow in the operation (including the generation and management of any waste materials, maintenance schedules, training, and more). The generation and management of hazardous waste is both a common source of risk and a regulated activity. It is critical to know all of the hazardous materials/waste to be used and generated on site in calculating the level of required financial assurance.

The possible unintended introduction of materials is also important and can be the source of significant risk to the Port and the basis for a financial assurance recommendation. Businesses that handle debris from construction and demolition operations can encounter a variety of problem materials; common examples include contaminated soil and building materials which contain asbestos or lead. While a tenant might have no intention of handling hazardous materials, it might unwittingly accept such material. Careful review of operational screening protocols can help to understand the likelihood of this occurrence and, in turn, help to realistically portray the risk to the Port. The tenant's own protocols for managing risk as well as its environmental record will be considered in determining whether financial assurances are required and at what amount.

A financial assurances cost analysis for hazardous materials use and storage should begin with an accurate inventory of types and quantities of materials to be used. Disclosure of such inventories is required in federal and state laws, sometimes known as community-right-to-know laws (CRTK) including:

- U.S.C. Title 42, Chapter 116, Subchapter II, §11022
- 40 CFR 370 Section 312
- CCR Title 19, Division 2, Chapter 4, Article 4 §2729.2
- Uniform Fire Code Article 80

Local enforcement authority resides with the SF Department of Public Health – Hazardous Materials Unified Program Agency (HMUPA).

The inventory can then be used to estimate costs for removal, transportation, and disposal (including long-term disposal liability). The cost analysis should be based on estimates from two

or more vendors of each service that will be required, ideally from vendors who have existing contracts with the City.

**Abandoned Materials**

Abandonment of materials, and hazardous materials in particular which can be especially expensive to remove, is a recurring category of concern and can pose a significant cost to the Port. Materials such as crushed concrete, piles of contaminated soil, drums of used oil, radio transmission towers, all constitute a burden to the Port when abandoned by tenants. Some materials can be costly to remove but otherwise innocuous (abandoned steel), while others may exhibit hazardous properties (friable asbestos insulation).

The potential for abandonment of materials by tenants is, in part, reflected in the strength of the business model. Business models that discourage stockpiling of material or which involve recovery value will decrease the likelihood that large volumes of material will be abandoned. The possibility of abandoned materials should be assessed for routine and planned materials in addition to possible unintended materials. Additional consideration should also be given to the long-term liability the Port incurs as 'generator' of such materials if the responsible party is unknown, unavailable or insolvent.

Cost analysis for assessing the potential environmental risks of abandoned materials should include the costs of testing/characterization, removal, transportation, and disposal (including long-term disposal liability). With proper disclosure the quantities and materials can usually be estimated with reasonable accuracy. The cost analysis should be based on estimates from two or more vendors of each service that will be required, ideally from vendors who have existing contracts with the City

**Releases**

The release of hazardous materials is always a concern and the complexity of the operation is one indication of this potential. Regardless of intent, releases can and do occur, examples include leaking drums of used oil, burst hydraulic lines, and mismanagement of waste grit from blasting operations. General considerations in determining whether financial assurances are required include understanding the connections, dependencies, and complexities of a tenant's normal production sequence. Careful review of tenant's own operational screening protocols and training as well as infrastructural controls such as secondary containment and berms can also help to realistically portray the risk. Potential sensitive receptors are another important consideration when evaluating the hazards of a materials release. Proximity to residential neighborhoods and the Bay increase the seriousness of any potential release.

Cost analysis for financial assurances to cover potential releases should include the costs of testing and characterization, clean up, transportation, and disposal (including long-term disposal liability). Proper disclosure of materials is helpful as the nature and quantities of the materials will affect these costs. The location, timing, and nature of a release are also important. Location analysis should consider whether materials are stored, moved, transported, or processed on the leasehold or Port property. Additionally, consideration should be given to the potential environmental media to which a release might occur. For example, a liquid release onto a bermed and impermeable concrete pad is very different from a liquid release to soil and groundwater, and different yet again from a release to surface water such as the Bay.

**Tenant's environmental risk management protocols and history.**
Finally, the reputation and credibility of the tenant are important factors and are evident in the tenant's sophistication and internal risk management protocols, its permitting requirements and compliance history, and in training documents and protocols. All of these help to understand the risk that any business brings to the Port.

**Summary**
In summary, the approach to financial assurance calculation shall be methodical and based on a risk approach that distinguishes hazards from probabilities of occurrence. General considerations shall be given to the following:

HAZARD

- Materials inventory
- Hazard assessment (including unintended materials, waste materials, etc.)
- Use of less hazardous alternatives where possible
- Storage (quantity, type, capacity)
- Regulatory requirements and potential violations
- Identification of potential points of release and potential receptors

PROBABILITY

- Of Unwanted Materials
    - Likelihood of introduction – (varies with quantity and source of material, recovery value)
    - Mitigation - (training, screening)
- Of Abandonment of Materials
    - Likelihood (increases with poor regulatory/compliance history, the business model, etc.)
    - Mitigation (incentives not to stockpile, financial assurance, provisions restricting quantities)
- Of Release of Materials
    - Likelihood (varies with complexity of operations)
    - Mitigation- (training, compliance history, infrastructural controls: berms, secondary containment, alarms)

AMOUNT OF ASSURANCE/POTENTIAL COST TO PORT

- Confirmation of the materials to be used (including properties, storage, quantities)
- Costs for testing, transporting, disposing of materials
- Costs from release of materials and potential receptors (assessment, remediation)
- Potential for regulatory fines
- Estimates from multiple vendors

## TYPES OF FINANCIAL ASSURANCE

**Cash Deposit**
A cash deposit can be provided to reimburse the Port for expenditures in response to a tenant's failure to perform its lease obligations.

**Letter of Credit**
A letter of credit is a document issued by a financial institution which provides that the financial institution will honor demand for payment by the beneficiary upon compliance with the conditions stated in the letter of credit. The parties to a letter of credit will include the applicant (e.g. Port tenant), the issuing bank (e.g. the financial institution providing the letter of credit), and the Port as the beneficiary who is to receive the money. Once the Port makes a presentation in compliance with the terms and conditions of the letter of credit, the issuing bank is obliged to honor the payment request up to the face amount of the letter of credit. The letters of credit shall be irrevocable, (i.e. cannot be amended or cancelled without prior agreement of the Port and the issuing bank).

The letter of credit allows a tenant to provide a higher amount of financial assurance to the Port without having to put out the actual cash amount. For example, the tenant may provide Port with a letter of credit worth $1 million. The tenant, however, will only be out of pocket the "fee" that the tenant will pay to the financial institution for issuing the letter of credit. The "fee" is usually determined as an annual percentage of the value or face amount of the letter of credit, which commonly ranges anywhere from .5% (or less depending on the tenant's relationship with the financial institution) to1% per year of the face amount of the letter of credit.

**Corporate Guaranty**
A corporate guaranty is a promise by another company that has a significant interest in the tenant operations to assume financial responsibility for the environmental lease obligations. The Port must be satisfied that the guarantor has the financial capability (i.e. appropriate tangible net worth) after review of its financial statements, and any other information requested by Port to determine the guarantor's financial capability, all of which should be certified by a senior corporate officer such as the Chief Financial Officer. The guaranty should be issued by a parent company, if one exists. The use of a corporate guaranty requires approval from the Executive Director of the Port.

## REVENUE v. RISK

As a corollary to the financial assurance requirement the Port also seeks to balance prospective revenue opportunities with the risks they bring. This can be understood in terms of a revenue/risk ratio. A high revenue/risk ratio would indicate that the revenues to Port are high while the environmental risks to Port are low, a desirable situation. A low revenue/risk ratio is less desirable because the revenues to Port are low but the environmental risks to Port are high, a less desirable situation. Tenant applications will be considered within this context. For tenant applications where the revenues to Port are low but the environmental risks are high, Port's receipt of adequate financial assurance may reduce Port's environmental risk sufficiently to permit Port to enter into a real property agreement with such tenant.

| SCENARIO | Revenue | Risk | Revenue/ Risk | DESIRABILITY |
|---|---|---|---|---|
| Office Use | High e.g. $15,000 / month | Low | **High** | **HIGH** |
| Storing roll off bins with excavated soil | Low $400 / month | High | **Low** | **LOW** |

**PORT COMMISSION**
**CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 07-81**

WHEREAS, California Statutes of 1968, Chapter 1333 (the "Burton Act") and the San Francisco Charter Section B3.581 empower the San Francisco Port Commission with the power and duty to use, conduct, operate, maintain, manage, regulate and control the lands within Port Commission jurisdiction; and

WHEREAS, The Port Commission is committed to protecting the integrity of Port property and the public health; and

WHEREAS, State, federal, and local laws hold the owner of property strictly liable for the environmental condition of its property, regardless of its lack of culpability in creating the environmental harm; and

WHEREAS, Certain operations on or uses of Port property by Port tenants, licensees, or permittees increase Port's administrative oversight costs and increase Port's risk of environmental liabilities; and

WHEREAS, The Port Commission staff has developed and have been implementing an Environmental Risk Policy and Financial Assurance Requirements for certain real property agreements that increase Port's risk of environmental liabilities and Port's administrative oversight costs, as further outlined in the staff report accompanying this Resolution; now, therefore, be it

RESOLVED, That the Port Commission hereby formally adopts the Environmental Risk Policy and Financial Assurance Requirements for Real Property Agreements that have been in practice and directs Port staff, in consultation with the City Attorney's Office, to include in all real property agreements that increase Port's risk of environmental liabilities and Port's administrative oversight costs, as further outlined in the staff report accompanying this Resolution, the provisions effectuating the foregoing Environmental Risk Policy and Financial Assurance Requirements.

***I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of November 13, 2007.***

_____
Secretary

PORT OF SAN FRANCISCO

# MEMORANDUM

November 8, 2007

**TO:** MEMBERS, PORT COMMISSION
Hon. Ann Lazarus, President
Hon. Kimberly Brandon, Vice President
Hon. Rodney Fong
Hon. Michael Hardeman
Hon. Stephanie Shakofsky

**FROM:** Monique Moyer
Executive Director M Moyer

**SUBJECT:** Request Approval of License No. 14447 with Ted Choi, a sole proprietor doing business at City Kayak to use certain Port property located at Islais Creek Landing for no fee in exchange for park maintenance to facilitate the use of the area by a public kayaking club

**DIRECTOR'S RECOMMENDATION:** APPROVE ATTACHED RESOLUTION

## I. BACKGROUND

Under the Burton Act, the State of California transferred certain property to the City and County of San Francisco to be held by the Port of San Francisco including certain public access areas along the shoreline of Islais Creek.

In 1992, a small underutilized parcel of land was converted to an Open Space called Islais Landing. The open space project was initiated by an active group of local citizens called Friends of Islais Creek whom coordinated with the Port on developing a native plant park on the shore of the Creek.

An agreement between the Port and Friends of Islais Creek allowed the improvements to occur so long as the organization maintained the park. A component of the park included a small vessel storage area that was initially utilized by the San Francisco Canoe Outrigger Club who, in exchange for no-cost storage space, provided regular maintenance to the site.

In 2004, the Outrigger Canoe Club vacated the site. Port staff, working with the Friends of Islais Creek, conducted community outreach to the local boating community to take over the operation of the storage space. Kayaks Unlimited responded to the opportunity and has developed a

**This Print Covers Calendar Item No. 10C**

relationship with the Friends of Islais Creek. Kayaks Unlimited asked Ted Choi (City Kayak) to join the partnership because City Kayak is willing to provide the necessary insurance types and amounts that are required by the Port.

City Kayak and Kayaks Unlimited are committed to maintaining the Islais Creek site and being a positive force in the Islais Creek neighborhood. Kayaks Unlimited successfully partnered with City Kayak to provide local kids with an opportunity to safely experience the Bay by kayak.

The License to Use Property before the Port Commission for approval includes an exclusive right to use the enclosed storage area and a non-exclusive right to use the landing area. The License requires the performance of regularly scheduled maintenance of the landing and enclosure area to be performed pursuant to an agreed upon level of maintenance standards. The License does not preclude other groups and individuals from the use and enjoyment of the landing area or access to Islais Creek.

**PROPOSED LICENSE NO. 14447**

| | |
|---|---|
| Premises: | Approx. Parcel A: 675 square feet of non-exclusive storage space, and Parcel B: 12,300 square feet of non-exclusive maintenance area located at Islais Creek Street. |
| Term: | The MOU term shall be month-to-month not to exceed 60 months. |
| Commencement Date: | Commencing on the first day following the approval by the Port Commission. |
| Use Fee: | License to maintain the park in exchange for fee waiver. The maintenance will be performed according to a pre-determine schedule and agreed-upon standards. |
| Use: | The License Area shall be used solely for a storage container and storage of 10 to 20 sea kayaks and ancillary gear to support the public kayak club named Kayaks Unlimited and for no other purpose. |
| Other Conditions: | As a condition of the Port's waiver of fees, Licensee, at its sole cost and expense, must:<br>(a) Pick up garbage and debris once a week;<br>(b) cut lawn as required but no less than once per month;<br>(c) weed landscape beds, no less than once every other month;<br>(d) prune bushes once a year;<br>(e) report graffiti, vandalism or theft as witnessed to Port;<br>(f) maintain existing fence enclosure;<br>(g) remove graffiti on personal belongings such as kayaks and storage containers within 24-hours of occurrence. |

## II. RECOMMENDATION

Staff recommends that the San Francisco Port Commission approve License No. 14447 with Ted Choi, a sole proprietor doing business at City Kayak to use certain Port property located at Islais Creek Landing to facilitate the use of the area by a public kayaking club.

Prepared by: Jeffrey A. Bauer, Senior Leasing Manager
David Beaupre, Senior Waterfront Planner

**PORT COMMISSION**
**CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 07-84**

WHEREAS, Charter Section 3.581 empowers the Port Commission with the power and duty to use, conduct, operate, maintain, manage, regulate and control the Port area of the City and County of San Francisco; and

WHEREAS, Ted Choi doing business as City Kayak intends to use a portion of a Park area known as Islais Landing for storage of kayaks to support a public kayak club known as Kayaks Unlimited; and

WHEREAS, the license area is for a non-exclusive right to use a portion of the boat storage area; and

WHEREAS, Friends of Islais Creek, the Park Stewards, have entered into a relationship with Kayaks Unlimited; and

WHEREAS, as a condition of approval, City Kayak and Kayaks Unlimited have agreed to maintain the park in exchange for a waiver of fee for use; and

WHEREAS, Port staff, City Kayak and Kayaks Unlimited have agreed on a specific schedule and maintenance standards that are required by the License; and, therefore be it

RESOLVED, that the San Francisco Port Commission hereby approves License No. 14447 with City Kayak for approximately 675 square feet of non-exclusive storage space, and a 12,300 square feet of non-exclusive maintenance area along Islais Creek on terms and conditions outlined in the license.

***I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of November 13, 2007.***

_____
Secretary

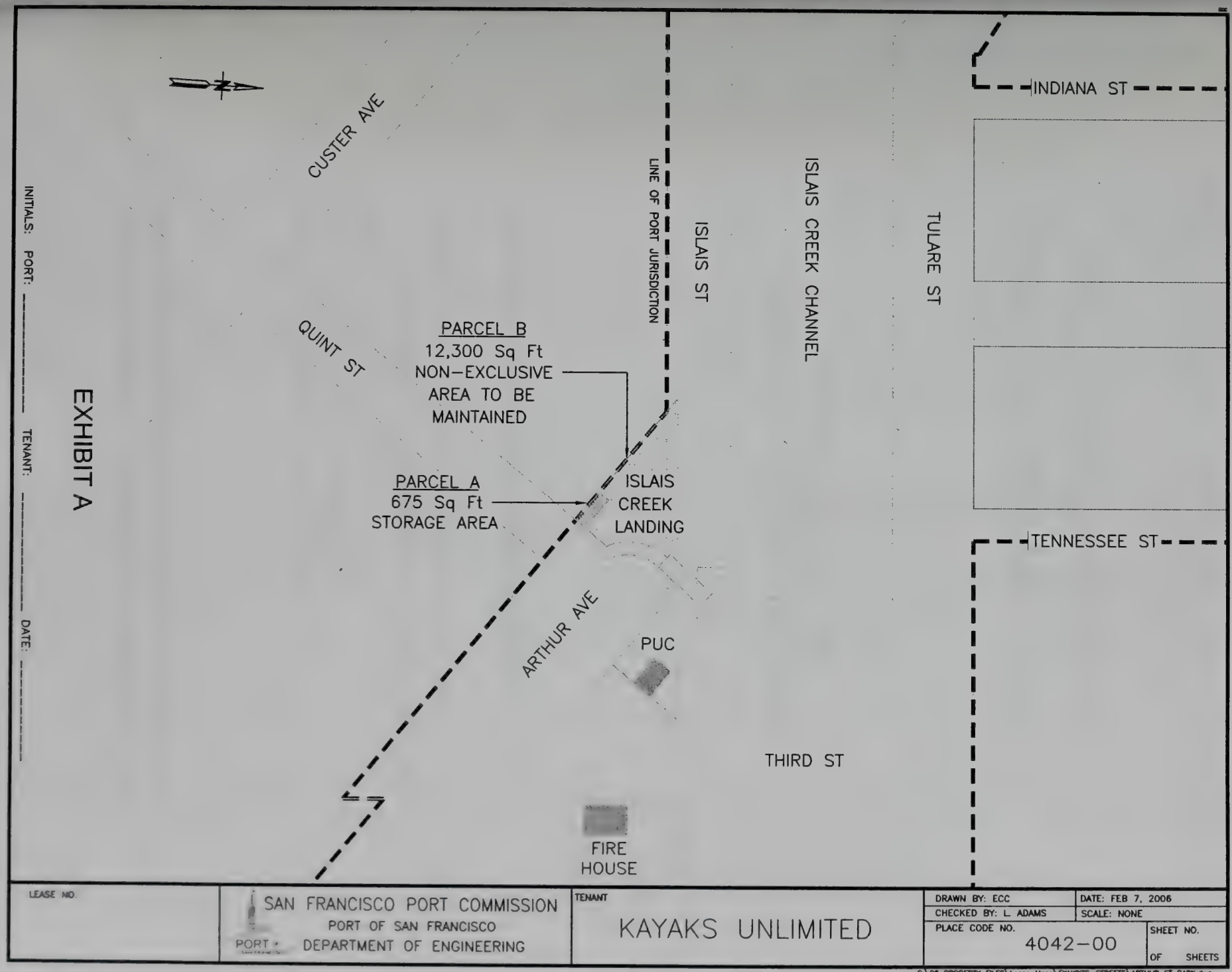
EXHIBIT A
INITIALS: PORT: _____ TENANT: _____ DATE: _____
CUSTER AVE
QUINT ST
LINE OF PORT JURISDICTION
ISLAIS ST
ISLAIS CREEK CHANNEL
TULARE ST
INDIANA ST
TENNESSEE ST
PARCEL B
12,300 Sq Ft
NON-EXCLUSIVE
AREA TO BE
MAINTAINED
PARCEL A
675 Sq Ft
STORAGE AREA
ISLAIS
CREEK
LANDING
ARTHUR AVE
PUC
THIRD ST
FIRE
HOUSE
LEASE NO.
SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING
PORT
TENANT
KAYAKS UNLIMITED
DRAWN BY: ECC
DATE: FEB 7, 2006
CHECKED BY: L. ADAMS
SCALE: NONE
PLACE CODE NO.
4042-00
SHEET NO.
OF SHEETS
G:\06 PROPERTY FILES\Lease Maps\EXHIBITS-STREETS\ARTHUR ST PARK.dwg

# SAN FRANCISCO
# PORT COMMISSION

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## NOVEMBER 13, 2007
## MINUTES OF THE MEETING

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## MEMBERS, PORT COMMISSION

HON. ANN LAZARUS, PRESIDENT
HON. KIMBERLY BRANDON, VICE PRESIDENT
HON. RODNEY FONG
HON. MICHAEL HARDEMAN
HON. STEPHANIE SHAKOFSKY

**MONIQUE MOYER, EXECUTIVE DIRECTOR**
**AMY QUESADA, COMMISSION SECRETARY**

# CITY & COUNTY OF SAN FRANCISCO
# PORT COMMISSION

## MINUTES OF THE MEETING
## NOVEMBER 13, 2007

**1. CALL TO ORDER / ROLL CALL**

Commission President Ann Lazarus called the meeting to order at 2:05 p.m. The following Commissioners were present: Ann Lazarus, Kimberly Brandon, Rodney Fong, Michael Hardeman and Stephanie Shakofsky.

**2. ANNOUNCEMENT OF PROHIBITION OF SOUND PRODUCING DEVICES DURING THE MEETING**

Commissioner Lazarus deferred the announcement until the Commission reconvenes in open session.

**3. APPROVAL OF MINUTES** - October 23, 2007

ACTION: Commissioner Brandon moved approval; Commissioner Hardeman seconded the motion. All of the Commissioners were in favor; the minutes of the October 23, 2007 meeting were adopted.

**4. PUBLIC COMMENT ON EXECUTIVE SESSION**

Sue Hestor commented on Item 5A regarding the Commission's legal authority to have an executive session. She forgot to bring her copy of the government code section with her but she's read it. The Port has not entered into any exclusive negotiating relationship with anybody on this site. Every thing that the Port Commission does has to be done in public. The Port Commission can decide to go through a process and go to the Board of the Supervisors and not do bidding on the site but they can't jump to an assumption that they can do that legally. There's also a question in timing. There is a meeting in January on this site. What's the rush to do an executive session on it now? She has asked and is asking to have a City Attorney report on the legal authority. What is the jurisdiction? How can the Commission go into executive session for dealings with Mr. Snellgrove? He is a stranger to this site, legally. If he has exclusive negotiation rights, it's a mystery to her how he got them. What is the legal authority to talk about anything? It states that Byron Rhett is the negotiator. What authority does he have to negotiate on this site? This Commission has to go through the procedures outlined in the charter before they can get to the point of negotiating with anybody. The Commission has not done that. She asked that the Port's attorney say explicitly what authority the Commission has because she does not know of any.

Legal Counsel Robert Bryan disagreed with much of what Ms. Hestor has said. There is no requirement for competitive bidding as to City property although there is a strong policy in

favor of it. The Commission has received a proposal from Mr. Snellgrove's company and thus is authorized to go into closed session to discuss negotiations with him on the basis of that proposal.

**5. EXECUTIVE SESSION**

A. Vote on whether to hold closed session to confer with Legal Counsel and Real Property Negotiator.

ACTION: Commissioner Brandon moved approval; Commissioner Hardeman seconded the motion. All of the Commissioners were in favor.

At 2:10 p.m., the Port Commission withdrew to executive session to discuss the following:

(1) CONFERENCE WITH REAL PROPERTY NEGOTIATOR – This is specifically authorized under California Government Code Section 54956.8.
***This session is closed to any non-City/Port representative.****

a. Property: Seawall Lot 351 (Washington Street at the Embarcadero)
Person Negotiating: Port: Byron Rhett, Deputy Director, Planning & Development
*San Francisco Waterfront Partners II: Simon Snellgrove

b. Property: Piers 27-31
Person Negotiating: Port: Byron Rhett, Deputy Director, Planning & Development
*SF Piers LLC: Tom Hart and Rocky Fried

**6. RECONVENE IN OPEN SESSION**

At 3:30 p.m., the Commission withdrew from executive session and reconvened in open session.

ACTION: Commissioner Brandon moved approval to adjourn executive session and reconvene in open session; Commissioner Fong seconded the motion. All of the Commissioners were in favor.

ACTION: Commissioner Brandon moved approval to not disclose any information discussed in executive session; Commissioner Fong seconded the motion. All of the Commissioners were in favor.

Commissioner Lazarus announced that the ringing of and use of cell phones, pagers, and similar sound-producing electronic devices are prohibited at this meeting. The Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic device.

## 7. EXECUTIVE

A. Executive Director's Report: Executive Director Monique Moyer reported the following:

- Cosco Busan Incident – November 7, 2007

Ms. Moyer indicated that she will report on things that affect the Port only. This is not a comprehensive update on all the efforts with respect to the crash and the subsequent oil spill. As the Commission is aware, Cosco Busan which was fully loaded exiting the Port of Oakland hit the tower of the Bay Bridge at 8:30 a.m. on November 7, 2007. The Port did not get an official call until later that morning after staff had already smelled the fumes. At that point and time, high tide had occurred and the water level was still pretty high. As the water levels began to ebb, it pulled the oils towards our facilities. By 11 a.m. on November 7, 2007, the odors from the fuel were very intense and they got trapped inside the buildings as they were brought in through the HVAC systems. At about 11:30 a.m. in consultation with the Mayor's office, she made the determination to send home the non-emergency staff of the Port because most of the staff was complaining of headaches and nausea. A couple of hours after that, we were able to determine with the help of the Bay Area Air Quality Management District that the fumes were, in fact, coming from bunker oil. Bunker oil is not known to be particularly harmful if you're breathing it. It is known to be noxious but at the time, that the Port staff were initially complaining about feeling ill, we didn't have certainty as to what it was that had spilled and what the harms that could be. The Port retained key personnel in the maritime area. The Port also provided a list of all hazmat trained employees to the Department of Human Resources. To date, none of those employees have been called for service. The Coast Guard is the lead agency with respect to all issues in the bay waters. It was their command under which the events were unfolding. The Coast Guard, by late morning, posted a press release and had told Port staff. Commissioner Hardeman happened to be at a luncheon with them at that time. The oil spill was approximately 40 gallons which they were basing on reports from the crew and based on the fact that the crew immediately moved oil from the area that was damaged to contain the spill. Those were the initial reports. Oil is moved around in the hulls of ships to address the loads of the containers just like on crab boat ships, water is moved around for the same reason.

Ms. Moyer showed a picture she took on Monday, November 12, 2007 of the area where the damage occurred. Subsequent to the impact, an absorbent boom was placed around the perimeter of the tower. She showed a picture that shows considerable damage that was removed from the bay and barged out. There is also a residue of oil stain on the perimeter of the tower. Later in the early afternoon, around the lunch hour, the Port assisted the Mayor's office and the City Office of Emergency Services in convening a conference call of all first responders that included representatives from the Fire Department, the Fire Chief herself, the Police Department, the Police chief herself, and the director of Public Health, Mitch Katz. We asked that representatives of the Bay Area Air Quality Management District be on the call as well. Jack Broadbent accommodated our request. There were various other city personnel such as from the Department of the Environment. The Coast Guard was also on the call and again their status report was that 140 gallons had

spilled. Subsequent to that, several more conference calls were convened throughout the day. As you may recall from the news report, it wasn't until well after dark that the City's Office of Emergency Services was informed that the spill was actually larger in magnitude than initially reported. It is now reported at 58,000 gallons. That is an estimate based on what the fuel tanks were holding. On day 2, November 8, 2007, the Port participated in numerous conference calls. The Coast Guard set up an incident command center at Crissy Field. The Department of Building Inspection provided a trailer. The city was very instrumental in making sure the amenities were there for people to work. The Port dispatched Andres Acevedo to staff the incident command center for the Port on Thursday, November 8 and we continued to monitor events.

On day 1, Wednesday, November 7, 2007, one of the things that we did do as a city body on the advice of Mitch Katz, Department of Public Health Director, was to post no fishing and no swimming signs around our property and again at the various marinas. She showed a picture of the signs which was in multiple languages, affixed to the Hyde Street Harbor.

On day 2, Thursday, November 8, 2007, we did a visual inspection of our property from the landside and the waterside. She showed a photo taken by Jay Ach at Aquatic Park. He put his ID down to show the size of the magnitude of the deposits that he found on the sand and again in some of the riprap. On day 2, we visually inspected our property. We continued to participate in updates and strategies and we were instrumental in working with Rec & Park and subsequently bringing in the Pier 40 marina, Pier 39 marina and the Brisbane marina to ask that all recreational boaters refrain from boating in the bay through today. The reason for that is that we were finding at the San Francisco Marina in Rec Park's jurisdiction that boaters were back in the marina areas. We wanted to contain that as much as possible. A press release was issued at the end of the day on Thursday making that request which turned out to be fortuitous because the Pier 40 marina was expecting a boat club of 10 boats to come in to the bay for the weekend. She believed they burned back. She showed a photo she took when she was out on the bay today. In any direction, south from Aquatic Park, there is no traffic on the bay. There's very limited commercial traffic which would be primarily the ferries but there's no recreational boating that she could see, either yesterday when she was on the bay or today.

Also on Thursday, the contractor that was retained by the Coast Guard put a boom around most of Aquatic Park, coming up from the north side going around the breakwater. You can barely see it crossing the mouth of Aquatic park.

Bay Area Quality Management District dispatched a couple of their scientists over to the Port particularly in the areas of this building in Pier 1 to measure the air quality on Wednesday afternoon after the event happened. They were measuring for two things: one was to confirm that it was bunker fuel and two was to confirm whether there were any harmful levels. They did find that sulfur levels were elevated but they did not conclude that was particularly harmful. The Director of Public Health has determined that physical contact either on the skin or ingested through swimming or eating fish from the bay is harmful. One of the interesting lessons that she learned is that while the federal agencies are the entities that were coordinating this response,

they left the determination of health impacts to the local counties. San Francisco county, Marin County, Alameda county and Contra Costa county all were required to make those determinations on their own.

The National Park Service also moved quickly to boom the historic vessels that were in and around Hyde Street Pier. She showed a picture of the Jeremiah O'Brien at Pier 45 with the boom around it that extends around the Pampanito. Likewise, the Eureka and the Balclutha, etc., and the harbor itself were also boomed.

On day 3, November 9, 2007, Port staff continued to work with the Incident Command Center at Crissy Field that eventually moved during the day over to Treasure Island. The staff at Treasure Island were able to take a vacant building and with the City's help, make it habitable and we continued to work with the private contractors and get the booms out and request for booms out and around.

On day 4, Saturday, November 10, 2007, Port staff worked with the fishermen to ask them to volunteer their vessels to assist in the clean-up. Saturday was a pretty difficult day for the fishermen as they finally met in the afternoon with the Crab Boat Association to determine whether they wanted to pursue the start of crab season which would have officially begun this Thursday which the pots could be dropped as early as today. The association voted to compel the Governor and the State Department of Health to postpone crab season. As of today, the Governor has done that until December 1st. The Governor also, on Friday, declared a state of emergency for the bay area.

She showed a picture of the crab vessels that reported to Alameda on Sunday, Monday and Tuesday. All told, there were 20 vessels each day that were inspected and approved for participation in the clean up. They have been carrying boom as well as skimming of the bay. They've been mostly dispatched in the northern part of the bay. The Port has taken the initiative to advance them their cost for each of the vessels. This afternoon, the Mayor and the Board President introduced a supplemental appropriation to allow the Port to advance up to $250,000 to pay the fishermen. It is our firm belief that we will be repaid for that advancement when the city ultimately files its claims.

On day 5, Sunday, November 11, 2007, again the Port assisted in the inspection, dispatch of again 20 local fishing vessels. We've been fortunate that we've been able to find work for most of the vessels that are domiciled in San Francisco. They were dispatched towards the northern portion of the bay. Tom Carter and many of the Port staff co-led a volunteer clean up that started at Heron's Head and was dispatched throughout the southern part of the waterfront. There were approximately 120 people who showed up and collected 7,000 pounds of garbage and green waste. They did see a number of infected birds but they did not see a significant amount of oil deposits.

On day 6, Monday, November 12, 2007, the Port dispatched Renee Dunn to staff the incident command center on behalf of the City. John Davey went to Alameda and dispatched the vessels again. She took a tour of the northern waterfront with the

Coast Guard, Fish and Game and representatives of Polaris, a subcontractor to O'Brien which has the responsibility for the clean up.

On day 7, Tuesday, November 13, 2007, she took another tour of the Hyde Street Harbor of the Fisherman's Wharf area. She showed pictures of what she's seen over the last couple of days. A picture of Aquatic Park, you can see the boom that was installed by the private contractors. If you look closely, you can see that the beach is not populated and there are no swimmers or other activity in the cove. You can see where the boom starts on the southern end of the mouth and it goes all the way out and around the Muni Pier. She showed a picture of one of the oiled birds on Monday. The boom is doing its job because you can see where it is heavily saturated by the oil. She showed a picture of what is likely going to be the condition of most of our properties. The tides have been fairly high and it's been difficult when she's been out. The bay has been flooding as the tides are changing to be able to see exactly where the oil deposits are but in the lower portion of this pile, you can see fresh oil marks related to where the boom is. The tide was considerably higher; it's ebbed and flowed all through the days but when the oil was first moving, it was considerably higher.

On Monday, November 12, 2007, she showed a picture of where the boom at Aquatic Park ended. It's about 200 short of the shoreline. The reason for that is because the water was very low and it was hard for the boom boat to get in there. When she reported back to incident command, she put in a request that the rest of the Aquatic Park on the north side be boomed all the way to the seawall. In addition to doing that, they've also placed absorbent boom which is the white boom to continue to collect the oils so that the orange boom which is a more permanent debris boom does not lose its effectiveness. You can see that there is still oil being collected. She showed a picture of a pile with oil on it. She showed a picture of the new boom, yellow boom and the absorbent white boom. She showed a picture of the power station at the foot of Aquatic Park on the north side, you can see the seawall and a smattering of oil on the seawall down at the water level. We anticipate that's probably what it looks like under most of our piers particularly under Pier 1. She happened to observe the NRC working at Fort Mason on Sunday, November 11, 2007 and when she went out again today, they have boomed the entirety of Fort Mason. You can see that it goes around on all of these. There's still oil that's being captured by this absorbent booms. The boom is less than 24 hours old.

Moving to the fish harbor, she showed a picture of one of the sports fishing vessels. They had all been working and have continued to work; however, they were not working today. They've also taken some press out to see what's going on. The vessels came back with some smatterings of oil on the front. Luckily, the historic vessels that are berthed permanently in the lagoon have not been impacted. She showed a picture of the breakwater at Aquatic Park. You can see a splash of oil that is not as bad as the others. She does not think that it goes further down into the depths but she does not know for sure until it is inspected at low tide. She showed a picture of the inside of the Pier 39 Aquatic area. On Sunday, the booms are fairly clean. The waters inside were very clean despite media reports to the contrary. The booms are not collecting anything new and the sea lions were perfectly happy. She was told that the contractors have been very present in this area and continue to skim

oil as it appears. She showed a picture of some of the birds. All throughout her travels along the waterfront, there were birds at outcroppings. This is where they are at a breakwater. They found them on the edge of jetties and piers, mostly in areas that would be hard to access by land. The bird on the right has partial soaking and the bird in the middle is not only spreading its wings to dry but its preening, which she's told by Fish and Game, is a sign of a bird that is oiled. When she went out with the Coast Guard on Monday, she was accompanied by members of Fish and Game and each time, they found birds like these, they called in the positions of those birds and it is our hope that they were dealt with. She showed a picture of a sign that the crab fishermen have posted in advance of what is now the Governor's order but advising that the crab season would be delayed. Again, the Governor's order is until December 1, 2007. She showed a picture of one of the contractors who was staging right outside the Pier 1 window at Pier ½ on the newly positioned gangways that were going in on Wednesday when the accident happened. She showed a picture of them being deployed at Pier 96, courtesy of Jay Ach, where they have all sorts of equipment to assist them. One of the many jobs that we've had has been providing laydown space and property and putting through leases and licenses quickly in order to accommodate this need.

Commissioner Hardeman asked about the $250,000 appropriation money. Ms. Moyer replied that many crab fishermen who have been trained in these particular types of events and during the trainings were compensated at either $2,000 or $3,000 a day per boat. We found that on Saturday when there was not an offer of funds other than a claim at the end of this event that there was not a lot of restitution coming to the aid. In part because the boats were fully loaded with the crab pots. They obviously didn't want to unload the crab pots until there was a determination about what would happen with the season. Because these are small businesses and they are very important to the Port, we've taken the initiative to advance those funds so that the fishermen can be paid for their efforts now and then the Port can file jointly with the city to be repaid for those efforts. Today, at the Board of Supervisors, Supervisor Peskin and Mayor Newsom introduced a supplemental appropriation which would appropriate up to $250,000 for those efforts.

Commissioner Hardeman asked if the money is coming from the City's General Fund. Ms. Moyer replied that it's coming from the Port's reserves. Commissioner Hardeman stated that was very nice of them to do for the Port although the money is coming from the Port's fund. We should be very explicit that this is the Port's reserved funds. Ms. Moyer replied that it was at the Port's request that they did this for the fishermen. It was the Port's determination and the Port's request and candidly the Port's offer to advance the funds from our reserves.

Commissioner Hardeman commented that he finds it quite embarrassing that this is our port. It seems like there is no port in the bay area that is prepared to do anything when damage happens inside its property. Granted that the federal government is supposed to take action but we've seen actions that the federal government has taken such as Katrina. He would recommend that the chair appoint a committee of two that all bay area ports get together and convene in some way to deal with our problems in the future because otherwise, they don't get dealt with. He finds it rather insane that we have 100 people reporting to work at Pier 50, blue collar workers, construction

workers, people that have physical abilities that could have easily got these booms out if they were available and why there is not a greater bay area response, why we don't have something amongst ourselves rather than relying on the Coast Guard that is sitting up on the hill monitoring with their radar. He finds it crazy that this situation happened. So many members of the public think we're crazy too that this situation happened and all of us are pointing fingers to the federal government or the Coast Guard. We have our senator, our speaker of the house coming out here doing the same thing he is doing. He thinks that as commissioners, they are bound to do something. He thinks that there's should be a committee of two, and maybe other commissions throughout the bay area, Redwood City or Oakland, to get together to have a plan. We have fireboats, police boats, sheriff boats that can all be adapted to do something in an emergency instead of sitting around waiting for 24 hours and getting bad information. He finds it unacceptable that each port was not out there with a boat or with some sort of monitoring equipment. We don't have any monitoring equipment. Why don't we have that? He thinks that every single port in the bay area is unprepared to deal with this crisis that may affect our crab season forever. In five or 10 years, we don't know what's going to happen to the crab fishermen and Dungeness crabs and all the ecological damage this has caused. He's not saying it's anyone's fault. It's all of our fault that we didn't have the foresight to see this problem happening at some point and for all of our ports to be sitting back and say, what's the Coast Guard going to do? It's a sad thing this had to happen but we should be awaken to the fact that we better do something collectively, throughout the bay area and never let this happen again. It is a very sad situation for all of us. If an accident does happen, we have to respond and we weren't able to. He feels responsible as a person involved in government that it happened.

Ms. Moyer asked if the Commissioner is saying that we weren't able to respond or we weren't able to participate in the clean up. Commissioner Hardeman indicated that we have somebody from the Coast Guard saying that it was 140 gallons. There should have been a rapid response from every port in the bay area, sending out somebody that could understand what's going on rather than some guy from the Coast Guard saying 140 gallons and 12 hours later, saying it's 58,000 gallons and that we, in our water, are charged that we have nothing to do with it, have no opinion and we just sit back and wait for the decision and the same thing holds true for all the bay area ports. If something happens there, we wait for the Coast Guard to come and tell us what to do. He thinks it's dinosaurus that we're in this position, relying on somebody to come down from the Coast Guard and tell us what happened when they obviously aren't experts at what they are talking about. The Port should have people available to do that. We should have monitoring equipment to test the air. Is it dangerous? Can a fire start? Nobody seems to know what's going on.

Ms. Moyer indicated that it's not true. We did bring in our own consultants immediately on Wednesday afternoon and our environmental specialist did have the air tested in and around Pier 1 but we also asked that the regulators be called.

Commissioner Hardeman indicated that the incident happened at 8:10 a.m. There should have been a response there. At 9 a.m., there should have been all the extras we could have had on the spot. Ms. Moyer reminded the Commission that we were not notified until late that morning. Commissioner Hardeman stated that was the

problem. Ms. Moyer indicated that we found out by smelling it. Commissioner Hardeman indicated that he heard it on the radio at 8:30 a.m. Ms. Moyer indicated that he could have called her then. Commissioner Hardeman indicated that KCBS radio announced that a ship run into the Bay Bridge but it's no big deal. There was no damage, etc. Later in the day, we found out there was damage. He is not saying that this port has any more responsibility than any other port but collectively, we all do.

Ms. Moyer indicated that Commissioner Hardeman's point is well taken. It's not for her to say whether there should be a subcommittee. There will be a Congressional hearing here early next week. Obviously, the City has the same plans to hold a hearing. She noted that the Port of San Francisco is the only port that she has seen at the Incident Command Center and she's not heard from any of the other Port directors. It was our port that contacted the other marinas.

Commissioner Hardeman indicated that it was the Port of Oakland that caused the problem. The ship was docked in Oakland. Ms. Moyer stated that she does not know what their response efforts were. She does not know what measures they took.

Commissioner Lazarus indicated that we can discuss this at length and there may be some merit to looking at the future. She's curious about two things: (1) Ms. Moyer mentioned that we have people trained for hazmat but we're told they didn't need the help. She asked how many people we have and is it done proportional to the size of staff of every department. Ms. Moyer replied that we have 10% of our staff, approximately 22 people. That would be 20% of our maintenance staff. Commissioner Lazarus indicated that was one of the many things that the Port did do was to offer to deploy them but essentially was turned down. Ms. Moyer replied affirmatively and added that all City employees are always on call in these situations and we specifically provided that information to the Department of Human Resources. Again, the federal agencies that have jurisdiction turned away. Something that has not come out in the press but she was told that the San Francisco Fire Department was called, the 911 line was called and they received a turn away order from the Coast Guard. They did not end up making it to the response. Things may or may not have been different. This is something that the Fire Department is very interested in pursuing. There are several City agencies who share the Commission's point of view, as well as the general public.

Commissioner Lazarus indicated that it may be more of an issue of how the City takes control of the ports around the bay area. Ms. Moyer indicated that they definitely affirmed that, at least in our perspective, that the response plan held by the Coast Guard as a federal agency does not have in it an explicit role for the local agencies and that will have to change. Commissioner Lazarus indicated that begins to get wrapped up into the heart of the matter.

Commissioner Lazarus indicated that the second question she has was how we go about assessing damages to the port properties so that she assumes that at some point there may be a claim. Ms. Moyer replied that the Port, as early as Thursday, established a coding system to keep track of our expenditures. On Friday, the City Controller put out the same directive to all of the city departments. Today, she spoke

with the City Attorney, Dennis Herrera, who is bringing in outside assistance to work on that. He has reiterated that we keep all of our expenses and wanted to clarify some of the things that he had about what our efforts were. With respect to how can we thoroughly inspect, we are doing that on an ongoing basis but it's her understanding that we probably need to wait for the next low tide which is in a couple of weeks. It's at the very front most of our minds. Right now, as she understand it from speaking to the incident commander from O'Brien, the first phase is to get it out of the water, off the beaches and the sanctioned areas and they go back and clean the Port assets and other assets in the bay such as the Bay Bridge tower. She gave photo credit for the first photo to Commissioner Fong.

Commissioner Brandon commended Port staff for taking a leadership position once the facts were in and we knew what we were dealing with and acting expeditiously to try to save the waterfront. She agreed with Commissioner Hardeman that we do need some type of system or a better working relationship with the Coast Guard as far as letting us know the severity or what's going on so that we can react in a more timely manner. She thinks that Port staff did a wonderful job.

Ms. Moyer noted that normally we have the secret services of Sidonie Sansom to back channel at the Coast Guard. Unfortunately, she was overseas at the time. As the Commission is aware, we only have one person in charge of Homeland Security for our entire waterfront, which is insufficient. In this year's budget, we funded a second position. It is advantageous to the Port for Sidonie to have that background with the Coast Guard. It certainly proved to be important to us when we all responded to the drowning of the children off Pier 7. There have been other incidents where we have worked very well with the Coast Guard. It is too early to tell where all the breakdowns occurred other than they clearly occurred. She thanked Commissioner Brandon for her compliments. She echoed her remarks because there are many Port staff and City staff who forewent their weekends, staff that didn't sleep and who have taken a lot of the initiatives despite being warned off by the federal agencies.

Commissioner Fong indicated that the frustration we felt this past week is evident and it's sickening what has happened. We felt like we're taking steps backwards. In all the talk about green and sustainability, we just took some steps backwards. Over the weekend, Port staff, Brad Benson, in particular, went above and beyond his job as Port staff and he was truly concerned. He helped organized the crab fishermen. That is their livelihood. They were not just helping in trying to clean the water's edge along the Port property but the main bay. He agrees that we need to have some sort of marine environmental disaster plan countywide in place. Hopefully, this is just a small painful lesson but it's a lesson for us to move forward. He'd be happy to sit in some sort of task force or group that moves forward to that.

Commissioner Lazarus expressed the Commission's appreciation to Port staff for stepping in. You could have the best relationship in the world with the Coast Guard and its leadership but if communications break down, you still have a problem. Pointing fingers is going to be one thing but figuring out what lessons we've learned and how to avoid them in the future is clearly the critical part. She hopes and trust that the Port would have a major say in that, how that takes place based on the leadership that was demonstrated.

Ms. Moyer indicated that we certainly have had a very large voice with the city's efforts and we're very pleased about that.

Commissioner Shakofsky commended Port staff for working very hard over the weekend in the response. She asked about the earliest response. She's not sure how it went from 140 gallons to 58,000 gallons. She's wondering if we have any information about that. The captain could have reported that he saw sheen on the water when he reported the hit at 8:10 in the morning. It was an hour and a half later that the Coast Guard showed up. She's wondering if we have any more information on that lapse. That's the criminal part; there was not an earlier response. A lot of the rescue efforts and the clean-up efforts that are currently underway wouldn't have been necessary had there been an immediate and early response when the accident happened. She thinks that there are shades of Katrina in this situation as everybody sort of sat around waiting for the federal government to show up. It is incumbent on us as Commissioners. Commissioner Hardeman is correct that there needs to be some better planning between the local agencies and the federal agencies for incidents like these. It's unclear to her how 140 gallons gets translated to 58,000 gallons and why there was an hour and a half gap between the first reporting of the sheen on the water and an actual Coast Guard responding.

Ms. Moyer replied that we don't have any more information than what has appeared on the press. The Coast Guard, finally late yesterday, released taped conversations as the accident was unfolding. No details or briefing to her knowledge has been provided to any of the City officials with respect to why that happened. The Governor held a press conference today at Treasure Island and one of the questions that Senator Migden asked him was exactly that question. To her knowledge, it was not answered. Reiterating Sidonie Sansom's response, the answer that was provided at the press conference was that it was trust and verified, meaning that they relied on information presented by the crew of the ship until they actually arrived at the scene and why it took them so long to come around the island because there are vessels deployed on the Yerba Buena eastern side. Of more troubling is, from today's paper, it seems like the path of the vessel continued into the bay for some time before it was turned around and docked at Anchorage 9 where it was allowed to continue to spew oil. We don't have any of that information verified.

Commissioner Lazarus asked about the hearing this week. Ms. Moyer replied that there is a hearing being planned but it's not official yet. She was told that Speaker Pelosi has asked Congresswomen Tauscher to hold a hearing somewhere in San Francisco early next week on exactly these matters. It's still a work in progress.

Commissioner Lazarus asked if Ms. Moyer is expected to be called to testify. Ms. Moyer replied that she would definitely expect that she would testify as well as the Fire Chief and others.

In closing of this item, Ms. Moyer reiterated that the slides she showed are all photos taken by herself, Commissioner Fong and other Port staff. They are available on our website at www.sfport.com. It is posted under the supporting documents of today's agenda.

- San Francisco Business Times "Most Admired CEOs" Dinner – November 13, 2007 at 5:45 p.m. at the Four Seasons Hotel: This evening, the SF Business Times is holding its most admired CEOs of 2007. She's pleased to report that David Gavrich of LB Railco has been listed as one of those more admired CEOs. He is in very good company with the former CEO of Wells Fargo. Even though he owns a very small company, he is there with many others. We're very proud of him and we will be supporting that this evening. Other honorees are Terry MacRae as well as other local CEOs such as Chip Conley of Joie de Vivre Hospitality, Carol Galante of Bridge Housing and Dick Kovacevich of Wells Fargo.

- Crouching Spider Dedication Ceremony – November 15, 2007 at 11:45 a.m. at Pier 14: The Crouching Spider has already been installed at Pier 14 for almost a week. It was overshadowed by the vessel accident. The dedication ceremony will be on November 15 at 11:45 a.m. at Pier 14 at the Embarcadero at Mission Street. We look forward to having that installation at the Port for 18 months.

- Notification of SWL 337 RFP/RFQ meetings - November 15 and December 13, 2007: We are continuing to work on the SWL 337 process. As part of having a request for qualifications, we plan to have a couple more meetings to talk about aspects for submittals and the next meeting is scheduled for November 15 from 3 to 5 p.m. and another one on December 13 from 1 to 3 p.m. Both of those meetings will be held at Pier 1 in the Bayside Conference Room. The RFQs are due on February 14, 2008 at 4 p.m.

- Rincon Restaurants Update: Several Port staff have had an opportunity in the last couple of weeks to tour the restaurants. They are the Water Bar, which is the southern most restaurant, and Epic, which is the northern restaurant. They are very different in their interior and exterior features. They are on schedule to open on January 15, 2008. The Water Bar will specialize in seafood. The Epic Roast House will specialize in beef, fowl and other games. They both share a common area which is open to the public. There will be some outdoor seating. They both have second floor decks. The Epic Bar is on the second floor with a deck that faces back to the Ferry Building.

- Street Performer Program Update: We launched the pilot program on November 1, 2007. We received evidence of insurance from 28 interested performers. Eight licensed performers participated in the first scheduling session. That's a little bit due to the time of year which is why we wanted to do the pilot program now. It's not the high season. That's in the realm of what we anticipated. Seven of those 8 chose one-month licenses and one purchased an annual license. Subsequently, a 9th license has been issued. The pilot program has not been without its bumps. We anticipated that e.g. signs have been taken or there have been misunderstandings about the first-come, first-serve policy. She spoke with one of the performers today when she was in Fisherman's Wharf and they generally seem pretty happy about it.

  Commissioner Fong indicated that it's so far, so good on the program. They've had a good meeting today with Captain Dudley from the Central Station who is well informed with it.

Corrine Woods, Mission Creek tenant, indicated that they have a lot of absorbent booms on hand. They keep them just in case a boat goes down so as not to contaminate the water. They boomed the creek. They never got a call from anybody. Nobody asked them to do it. Nobody has contacted them yet. She indicated that when the Port talks about this with whatever agencies it will be working with in the future, bear in mind that there are tenants who could help. The Port could have a supply of booms available in case of an emergency. When the Cape Mohican had a spill ten years ago, they got a lot more oil on the Southern Waterfront than they did now. They were lucky that the tide was ebbing in the Southern Waterfront. It could happen and it will probably happen again. She asked to give them the training and let them help.

Commissioner Lazarus asked if Ms. Woods to put her comments in writing and informed the Port of what they did and what their recommendations are so that we can build up the whole case for what needs to happen.

B. Request approval of the 2008 Port Commission Meeting Schedule. (Resolution No. 07-82)

ACTION: Commissioner Hardeman moved approval; Commissioner Brandon seconded the motion. All of the Commissioners were in favor; Resolution No. 07-82 was adopted.

Commissioner Hardeman asked if January 29, 2008 would be a good date for the second meeting of the month. Ms. Moyer said it looks fine. Commissioner Brandon indicated that we could use that as a placeholder until it is determined that we need that second meeting. Ms. Moyer replied that we have a very large forward calendar which has a lot of moving parts. It's likely that we might need that meeting or it's likely that we might not. Commissioner Hardeman asked if the Commissioners are available on January 29 if we had to do a special meeting.

Commissioner Lazarus asked if it's easier to put it on now and cancel it rather than call it later. Ms. Moyer concurred that given that it's coming up at the beginning of the calendar that we should target that date and if it turns out we don't need the meeting, we can cancel it.

Legal Counsel Robert Bryan opined that it's just a matter of process. The Commission could cancel it or advertise for a special meeting.

Commissioner Lazarus asked if the Commission would like to adopt that now as part of the resolution. She asked if the Commission needs to amend the motion. Legal Counsel Bryan opined that if the Commission were to include the January 29 date, he would recommend amending the motion to include that date. Commissioner Hardeman recommended adding the January 29 meeting to the meeting calendar.

ACTION: Commissioner Hardeman moved approval of the resolution as amended; Commissioner Brandon seconded the motion. All of the Commissioners were in favor; Resolution No. 07-82 was adopted.

## 8. ENGINEERING

A. Informational presentation on 2008 Port Building Code.

John Aires, Senior Building Inspector, indicated that on January 1, 2007, the 2007 California Building Code will become effective. It has been adopted by the California Building Standards Commission and published. When it's effective, the previous 2001 California Building Code will be repealed. Along with it, all local code amendments that have been adopted using the 2001 California Building Code will also be repealed. Our 2007 Port Building Code which uses the 2001 California Building Code will no longer be effective. On January 1, 2008, in order to continue our current administrative procedures and our building permit processing, our local amendments to address our local conditions for building, mechanical, plumbing and electrical, it's important that the Port Commission adopt a code on January 1st; otherwise, we're going to have to enforce the 2007 California Building Code with no local amendments, which is different than what we currently have. On the 2008 Code that staff drafted, it's similar to the one we're currently using and it's also similar to the San Francisco Building Code. In July 2007, through Resolution 07-55, the Commission adopted the 2007 Code with an effective date of August 2007. At that time, staff was directed through the resolution to draft the current code. The building, plumbing, mechanical and electrical codes and our code procedures which define specifics on local interpretation on code issues are posted on our website. They're also advertised in the San Francisco Examiner. The Code is available to anybody if they come in to the Building Permit desk and ask for a copy to review it. A draft is being circulated for public comment. At the December 11, 2007 Port Commission meeting, Port staff will request Port Commission's approval of the 2008 Port Building Code. The 2008 Port Building Code and local findings will be filed with the California Building Standards Commission upon adoption. The Code will become effective on January 1, 2008.

Commissioner Hardeman asked if the new code would be stricter than what we currently have. Mr. Aires replied that they're very similar. The only item that got a little stricter was on the last code, we didn't have sway bracing for sewer pipes underneath the piers. Our Maintenance Division asked us to add that item and a couple of things on the electrical conduits. They're very similar to our existing code which is similar to the City but they don't have the same concerns we have for our environment such as the gas lines outside have to be treated as if they are underground. They have to be factory wrapped, not just galvanized because galvanize won't last. It relates to the salt, air, fog and the movement of the water. We have entrances at the front of the piers that are 600 feet long and to get people out to the public way in an emergency, we need to be able to have some conditions for situations like that.

## 9. MARITIME

A. Request authorization to advertise and issue a Request for Proposals (RFP) for a Maritime Terminal Operation at Pier 96. (Resolution No. 07-83)

Jim Maloney, Maritime Marketing Manager, requested authorization from the Port Commission to issue an RFP for the Pier 96 maritime site. The Port has a vacant

waterside berth at Pier 96. It provides a prime maritime revenue opportunity for the Port as well as a prime opportunity for potential tenants given that it is a very prime piece of property. The Port has received numerous expressions of interest for the Pier 96 property. Staff wish to explore the market to try to identify the best opportunity to the Port for developing this site. Referring to his PowerPoint presentation, the first slide illustrates the context where the Pier 96 site is located. It's in the southern waterfront maritime industrial complex. Pier 80 is to the north. The backlands development opportunity area is located next to it. Pier 94 is where Hanson Aggregates currently operates. It's close to the intermodal container transfer facility. It has good access to the highways. It has water, truck and rail access close by. Pier 96 offers approximately 15 acres of unpaved space. It has previously been used as a transfer container handling facility. It has not been used for that purpose for approximately ten years. It has a deepwater berth, approximately 800 feet long. It provides an opportunity for a preferential berthing space at Pier 96 and an additional opportunity for non-exclusive berthing use at the adjacent Pier 94 facility when a vessel is not in port. The facility has two operable cranes. They are currently not operating. They have not been used since the Port used the facility for containers approximately ten years ago. Two of the cranes can be recertified and reconditioned. Two of them are obsolete and out of use. There are currently no structures on the terminal. There are no covered warehousing spaces or terminal gates. Another feature of this site is it offers on-dock rail access. It offers a rail line north of the Pier 96 site and another rail access area to the south that could be used for railing, cargo in and out of the site. It gives the site additional capabilities. The Port has been using the Pier 96 site largely for drying dredged materials for the past several years. We've identified that we still need an area for the Port for this use. To the south adjacent to Pier 96, staff has identified a site approximately 1.6 acres that could still be used to dry the dredged material. The Port will maintain control over the berth next to the facilities for that use to allow use of the berths by non Pier 96 operators. The current tenants in the area adjacent to Pier 96 are: to the south, Norcal, San Francisco Recycling. To the north Pier 94, Hanson Aggregates who imports sand and aggregates. To the west of Pier 96 is SF Police Department. They currently use Pier 96 for a driving academy. Staff has informed them that we intend to put this area out for bid. They are aware that they may not have that use of the facility for much longer. Farther to the north is Hanson Aggregates and Mid-Pacific who also operate a sand mining operation. Bode Gravel and Mission Valley Rock operate a cement concrete batching adjacent to that facility. Cemex has their concrete batching facility adjacent to that. Darling Delaware has a facility west of those facilities. There are a lot of building materials and batching plant operations already working at the southern waterfront. That could potentially provide some synergies for the use of Pier 96 to further enhance that particular use.

The primary objectives of the RFP are as follows: The Port would like to secure an experienced and high quality maritime cargo terminal operator for the Pier 96 site. We'd like them to provide physical upgrades to the site, including any required code upgrades, needed environmental upgrades such as stormwater mitigation, etc. Maximize the Port revenue from the site, recognizing that it's a valuable piece of property. Provide employment and contracting opportunities for local residents and businesses in San Francisco and in the area. Ensure that the maritime operation is consistent with the Waterfront Land Use Plan.

Staff recognize that this is a very valuable piece of property. There aren't too many sites of its size available on the entire West Coast. We have a good opportunity to cast the net widely and see what the best use for this particular space might be. We foresee it may be of use for a bulk facility similar to Hanson Aggregates for the importation of more aggregate or sand or something that complements that particular use such as slag which is also a byproduct use in the concrete batching process. There could be an export bulk opportunity that we're not aware of such as coal or ore of some sort. With the U.S. dollar coming down, export opportunities may be out there that we're not aware of that could complement some of the other uses at the Port. We foresee some sort of bulk use could be interesting for that site. Pier 80 is currently our breakbulk facility but there's an increasing demand for various types of breakbulk cargoes including project cargoes such as windmills, windmill towers and blades. We picture different types of breakbulk products that potentially might find this terminal useful as well, potentially import and export. There's a lot of demand for auto processing facilities and other facilities for rolling stock on the ports. There's an article in the Contra Costa Times that Honda is looking at the Port of Richmond for a facility. The Port of Benicia has been bringing automobiles in for General Motors, Toyota and Ford for some time. We have interest expressed at the Port of San Francisco and we see that potentially Pier 96 could be looked at for one of those uses. Right now, we are favoring Pier 80 as a facility that we foresee as more useful for auto processing but we've had interest expressed in Pier 96 for that use as well.

Staff will be evaluating the respondents according to the following criteria: Experience and reputation of the respondents. Staff will look at the quality of the overall lease concept and see what their use concept is and see if it fits in with the goals of the Port. Financial viability of the proposal to make sure it has sound financial backing and support. Respondents' demonstrated ability to finance, design and operate the maritime terminal facility. Economic return and impact to the Port to see if the proposal has a long-term solid revenue opportunity for the Port. Strong emphasis on environmental financial assurances. Respondents will be asked to discuss how they would mitigate against dust and other air pollution that might emanate from the use of this terminal and what type of environmental mitigations they foresee would be utilized.

In terms of regulatory approvals, any maritime terminal will be subject to the California Environmental Quality Act (CETA) review. As part of that, the southern waterfront Supplemental Environmental Impact Report (SEIR) of 2001 will be utilized closely which had looked at some of the potential major industrial uses of the southern waterfront area. It will also be subject to review by BCDC for compliance to their seaport plan. The operator will also be responsible for a security threat assessment and authorship of a facility security plan under the terms of the Marine Transportation Security Act of 2002.

Staff anticipates issuing the RFP on December 3, 2007. Staff would like to present to the Commission a final potential lease holder at the latter part of spring 2008.

Commissioner Lazarus asked how many proposals the Port might get in response to this RFQ. Mr. Maloney replied that we intend to market it far and wide and publish it in various trade periodicals. Staff has been talking about this at the MCAC meetings and received suggestions as to how to market this opportunity. They suggested advertising it

at the Wall Street Journal, overseas publication, etc. It's hard to estimate but staff hopes to receive at least half a dozen proposals. Ideally, the more, the better so we can evaluate accordingly. We've had pretty strong interest expressed with at least half a dozen different entities. We'd like to give all the respondents more time to allow for responses and hope that we can capture as many as we can.

Commissioner Shakofsky asked if there is interest in the site. Mr. Maloney replied that there's interest expressed by a number of entities. Commissioner Shakofsky asked if there is a reason why we need to have an RFP process on this. Mr. Maloney replied that because we have so many different organizations who have expressed interest that by issuing an RFP, we could potentially find out what the best market uses of this property and evaluate many different opportunities. If we had just one or two opportunities that had come our way, then we might decide to forego an RFP process. Bearing in mind that this is a very valuable piece of property and there aren't that many pieces of property available on the entire West Coast, we feel that it would be good to test the market and see what type of interest we can get to get the best return for the Port.

Commissioner Hardeman commented about the graphics that shows the overall site and other parcels in the adjacent area. Those graphics are great and easy on them and asked if they could be included in the packets next time. Mr. Maloney replied affirmatively.

ACTION: Commissioner Brandon moved approval; Commissioner Hardeman seconded the motion. All of the Commissioners were in favor; Resolution No. 07-83 was adopted.

**10. REAL ESTATE**

A. Request approval of new policy for enhancing Southern Waterfront Community Benefits and Beautification. (Resolution No. 07-77)

Susan Reynolds, Deputy Director of Real Estate, indicated that the Commission heard an informational presentation on this item on August 14, 2007. Subsequent to that, staff met with the Southern Waterfront Advisory Committee, Central Waterfront Advisory Group and the Maritime Commerce Advisory Committee. There were concerns that too many added fees would price the Port into vacancy. We went back to the policy and because of the leeway that we have and the ranges that we set forth in our parameter rents, we determined that the best way to accomplish our desire and our mission to fix up the southern waterfront would be to set aside out of our current rents which we have flexibility on. A portion of the rental revenues generated from any of our leases in that area would be set aside starting November 15, 2007. As we did our annual budget and capital planning, those dollars would be captured and used for projects in that given area. It's not an up front fee that the tenant will pay. This takes the burden off some of the small businesses that don't have that capital cash flow up front. Based on those changes, Port staff recommends the approval of the policy that will set aside funds to improve the southern waterfront.

Commissioner Shakofsky asked about an estimate of the annual revenues it would generate to the benefit fund. Ms. Reynolds replied that on page 3 of the policy, under

new leases, staff guess estimate based on our historic leases, that it would be approximately $200,000. This will affect leases from this day forward.

Commissioner Shakofsky reiterated that it's not retroactive but potentially moving forward, it would be a couple of hundred thousand dollars a year. Ms. Reynolds indicated that depending on some of the larger leases such as if we had it applied to Pier 96, it's a huge amount of money. All of that is negotiable and subject to the actual lease at the time it's approved.

Commissioner Hardeman indicated that he hopes that it doesn't discourage development. Sometimes 2% or 3% can deter developers. Ms. Reynolds replied that that's why we did it this way rather than adding it on and having them pay. It is amortized over the term of the lease.

Commissioner Hardeman commented that he is glad that he is not a small business owner in San Francisco. He attended a presentation two weeks ago and was shocked that San Francisco is two or three times higher than most of the counties around us in order to start a small business. You can't start a small business in San Francisco unless you have some bucks behind you. Ms. Reynolds indicated that's why we're hoping this is a little bit easier to digest.

Corinne Woods, Blue Greenway for the Neighborhood Parks Council, thanked Commissioner Brandon, Ms. Moyer and staff for massaging this policy. It's an excellent policy and it's a fabulous idea. As a port tenant, that hit up front would have been a difficult thing to swallow and it might have been a very serious discouragement. The fact that it is a small amount spread out over the lease, this could be a tremendous complement to the GO bond that will be passed in February.

Joe Boss, Dogpatch Neighborhood, indicated that he is glad to see the adjustments made to the policy and pier removal. He questions how much money it is - $200,000. At 2 cents a foot, it is about $850.00 an acre per month. He would be interested to know how much it would work out to. Secondly, it's just an adjustment to the market rate. In other words, you would be able to collect how much money the market would bear. It's an accounting adjustment in his eyes that the Port is making, taking the income and marking it for the things that are listed for beautification which is fine but his biggest fear at the beginning was there was going to be an up front but that is no longer the case. He'd like to see the real pro-forma on what this policy is going to generate.

Ms. Reynolds clarified that it wasn't done at 2 cents per square foot. It comes out to about 5% per year of the leases. Depending on what we generate as far as new leases, we're looking at about 5% per year. Based on the last ten months' figures that 5% came out to about $200,000.

ACTION: Commissioner Brandon moved approval; Commissioner Fong seconded the motion. All of the Commissioners were in favor; Resolution No. 07-77 was adopted.

B. Request approval of the Environmental Risk Management Policy and Financial Assurance Requirements for Real Property Agreements. (Resolution No. 07-81)

Richard Berman, Regulatory Specialist, indicated that indicated that the Commission heard an informational presentation on this item on August 14, 2007. By way of quick review, staff was formalizing and clarifying previous Commission direction to provide environmental risk management and financial assurance for tenants who presented what was deemed an inordinate environmental risk. In other words, presented a risk that was not captured by the traditional security deposit, commonly two months' value of rent. The structure of the policy was to provide for two basic components and environmental oversight deposit which protected the Port and recouped our costs for administrative expenses resulting from notices of violations and an environmental performance deposit typically in the form of a letter of credit which protected the Port against harm from tenant activities. Staff has subsequently presented this item to the MCAC. They had some comments and most notable of those was a concern that this financial assurance requirement was duplicative with pollution, legal liability insurance. Port staff was unanimous in its opinion that they are not duplicative for a number of reasons. Nonetheless, the only modification to the policy since it was last brought to the Commission is a statement in the early section, financial assurance requirement, the last couple of sentences which addresses their concerns by acknowledging that a tenant who's being asked to provide financial assurances for these types of environmental risks may present to Port staff any evidence of additional assurance that they have, pollution, legal liability insurance that they have or other third party requirements for Port consideration. With that change, it is identical to what was presented before.

Commissioner Shakofsky complimented Mr. Berman for a very nice work. It reflects a lot of thought. Staff is absolutely right; this is not equivalent to inclusion legal liability policy. It gives the Port added protection. Before Commissioner Hardeman complains about how we're chasing businesses away, we have a clause included that talks about revenue versus risk.

Commissioner Hardeman commented that he's sticking up for small businesses. Commissioner Shakofsky commented that it's a good policy and yet it's broad enough and gives the Port that flexibility to work with each tenant on an individual basis. It's very intelligently designed.

ACTION: Commissioner Hardeman moved approval; Commissioner Fong seconded the motion. All of the Commissioners were in favor; Resolution No. 07-81 was adopted.

C. Request approval of License No. 14447 with Ted Choi, a sole proprietor doing business at City Kayak to use certain Port property located at Islais Creek Landing for no fee in exchange for park maintenance to facilitate the use of the area by a public kayaking club. (Resolution No. 07-84)

David Beaupre, Planning and Development, indicated that he coordinated this project with Jeff Bauer from Real Estate and Tom Carter from Maintenance. It's a request for a license agreement with Ted Choi to facilitate a public kayak club called Kayaks Unlimited to utilize the Islais Creek Landing. Islais Creek Landing is located on the south shore of Islais Creek, west of Third Street. It is a small open space that was created in 1992 by a group of citizen activists who organized and called themselves Friends of

Islais Creek who created this park, cooperating and coordinating with the Port that allowed Friends of Islais Creek to build this facility in exchange for a long-term maintenance of the facility. A component of the park was a small boat storage facility that would help activate and build stewardship for the park. San Francisco Outrigger Canoe Club utilized the boat storage until 2004. At that point in time, the Outrigger Canoe Club exited the site and no longer was using it. They moved to Crissy Field. He and other Port staff made a call to the boating community and the Bayview Community to find another boat group that may be interested in taking over the site in exchange for stewardship. Kayaks Unlimited as well as a couple of other organizations came forward. Kayaks Unlimited followed up. Initially, they had difficulty securing the Port required insurance for the site to be allowed to utilize it. They then partnered with Ted Choi of City Kayak who is providing insurance for them. The agreement is directly between City Kayak and Ted Choi for the sole use of utilizing the site for the public kayak club, Kayaks Unlimited. They've also been coordinating with Friends of Islais Creek on the whole license agreement. It's for use of the small boat facility storage area in exchange for maintenance of the park. The Port has established maintenance guidelines. It's a month-to-month license. If there's another boating group that wants to come forward and utilize the site, they are allowed to.

Commissioner Fong asked if there is a small landing area or a little ramp area. Mr. Beaupre replied that there is a float that has not been actively used. It was never utilized that much by the Outrigger Canoe. There's a small beach as part of the site that both the Outrigger Canoes and the Kayaks prefer to use because the float was designed several switchbacks to make it ADA accessible.

Commissioner Shakofsky indicated that there was a mention about the liability insurance or assurance but there was no detail on it. Mr. Beaupre stated that it's basically a standard liability insurance.

Ted Choi indicated that he runs City Kayak and he is providing the insurance for Kayaks Unlimited. He has business liability insurance - $2 million aggregate and $1 million per incident. Commissioner Shakofsky asked if that includes personal injury. Mr. Choi replied that he does not remember the details but it is a business liability insurance that is required by the City of San Francisco and Redevelopment Agency. All of the criteria that the Redevelopment Agency requires are covered in the insurance. Commissioner Shakofsky indicated that it's fine if that's still on the Port's plate. She wanted to make sure that it is covered through the Kayaks Unlimited or through the Port. Otherwise, she loves the agreement that they are going to maintain the site because the site needs maintenance and perhaps they could take over some of the other properties as well.

Mr. Beaupre indicated that he is fairly certain but he could check with the City Attorney's staff but as he recalled earlier on in the negotiations that was the one element that this Kayak Club had difficulty getting, the personal liability insurance. He is fairly certain that they did have that coverage. Commissioner Shakofsky wanted to ensure that she gets assurance on that.

Ted Choi commented that he supports this activity and the group.

Commissioner Hardeman asked what's going to happen now that Barry Bonds is gone. His rentals will go down. Mr. Choi replied that it will go down but Barry Bonds was a bonus to the business. He thinks that it created the interest and the awareness from a completely unexpected angle. Commissioner Hardeman indicated that if he were in this business, he would be out there with a sign that says, we want Alex Rodriguez. Mr. Choi indicated that they are working on more waterfront activities. McCovey Cove and Islais Creek are great places. For kayaking, canoeing, they have great opportunities. He is glad to be part of it and help Kayaks Unlimited as well.

Robin Chiang, volunteer executive director of Friends of Islais Creek, indicated that Friends of Islais Creek was founded by Julia Viera. He happened to be her neighbor so she brought him on it from the start in 1996. He started to be her comical sidekick. When she retired two years ago to pursue a real career in San Diego County, although she did not have big feet, she left big shoes to fill. He has not been able to muster the public's support to clean the area as well as Julia could but from the beginning, they've always hope that they can attract water activity to Islais Creek. They both lived on a hill, looked down on an intersection where they saw a lot of kids in the Bayview who were just hanging around the corners. There was a skateboard park next door and suburban kids came to use that. There were basketball courts and tennis courts that were not used and a soccer field that was used by people who came from another neighborhood. They didn't have skiing in the Bayview. They thought they had a lot of water and may be they can attract the kids to use the water and teach them how to sail and boat. That has been their dream from the beginning when the dotcom boom happened, they thought it would steam roll down Third Street and with mitigation funds, they would get a boat house but it didn't happen. Fortunately, the Port found SF Outrigger Canoe Club who volunteered to take people out on the weekends. They are absolutely free but because of vandalism to their crafts, they had to leave. The Port has found Kayaks Unlimited and they too will share their facilities with the public. He supports this project and hopes the Port Commission approves it.

Bo Barnes, kayaker and co-founder of Outdoors Unlimited, the largest university outdoor program in the West Coast, now defunct, indicated that he was also involved in the Mission Creek Association. He is the co-founder and board member of Bay Access, bay water trail. Islais Creek is one of the spots they want on this trail. He is one of the co-founders of Kayaks Unlimited. This club has the ex-volunteer kayak instructors from Outdoors Unlimited. They want to teach kayaking. Robin Chiang wants people to do that. It's taken them three and a half years to get insurance. He thanked Ted Choi for helping the kayaking community. They want to be stewards of the area, make sure it's kept clean and kept used so it doesn't become a homeless site. They have also been involved with EDAW.

Corinne Woods, Blue Greenway, indicated that they have tried very hard to develop stewardship of this creek and this park. Tom Carter helped bring volunteers who were hoping to clean oily birds. They did an amazing amount of clean up with the help of the kayak groups on Sunday. They are not finished. It's a lot better and it's a lot easier for the kayak group to maintain it. The Port already started a major clean up. They've already put some mulch down there. She took 12 large garbage bags of green waste back to Heron's Head Park to put into the green dumpster. They also had 12 bags of garbage

they picked up that day. They are starting on the right foot and invited the Commission to come down and see it.

ACTION: Commissioner Hardeman moved approval; Commissioner Fong seconded the motion. All of the Commissioners were in favor; Resolution No. 07-84 was adopted.

## 11. NEW BUSINESS / AGENDA SETTING

Ms. Tina Olson asked the Commission if they'd like anything to add or any comments on the forward calendar.

Commissioner Lazarus indicated that they, in part, addressed that with the idea of an extra meeting.

## 12. PUBLIC COMMENT

## 13. COMMUNICATIONS

## 14. ADJOURNMENT

ACTION: Commissioner Hardeman moved approval to adjourn the meeting; Commissioner Fong seconded the motion. All of the Commissioners were in favor.

Commission President Ann Lazarus adjourned the meeting at 5:13 p.m.

# SAN FRANCISCO PORT COMMISSION

DOCUMENTS DEPT.

DEC - 7 2007

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**Ann Lazarus, President**
**Kimberly Brandon, Vice President**
**Rodney Fong, Commissioner**
**Michael Hardeman, Commissioner**
**Stephanie Shakofsky, Commissioner**

**Monique Moyer, Executive Director**
**Phone: 415-274-0400; Fax: 415-274-0412**

**Amy Quesada, Commission Secretary**
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## PLEASE NOTE THE TIME OF THE MEETING

## AGENDA
## TUESDAY, DECEMBER 11, 2007
## 1:30 P.M. EXECUTIVE SESSION
## 3:15 P.M. OPEN SESSION
## PORT COMMISSION HEARING ROOM, SECOND FLOOR
## FERRY BUILDING, SAN FRANCISCO, CA 94111

***The Port Commission Agenda as well as Staff Reports/Explanatory Documents available to the public and provided to the Commission are posted on the Port's Website at www.sfport.com. The agenda packet is also available at the Pier 1 Reception Desk.***

**1. CALL TO ORDER / ROLL CALL**

**2. ANNOUNCEMENT OF PROHIBITION OF SOUND PRODUCING DEVICES DURING THE MEETING**

**3. APPROVAL OF MINUTES** - November 13, 2007

**4. PUBLIC COMMENT ON EXECUTIVE SESSION**

**5. EXECUTIVE SESSION**

A. Vote on whether to hold closed session to confer with Legal Counsel and Real Property Negotiator.

(1) CONFERENCE WITH REAL PROPERTY NEGOTIATOR – This is specifically authorized under California Government Code Section 54956.8.
***This session is closed to any non-City/Port representative.****

a. Property: Agriculture Building, 101 The Embarcadero, Suites 119, 120, 121, 122 and 116A and the Mezzanine
Person Negotiating: Port: Susan Reynolds, Deputy Director, Real Estate

*United Video, Inc.: Terry Forgette

Under Negotiation: _____ Price _____Terms of Payment X Both
An executive session has been calendared to give direction to staff regarding real estate negotiations for Port property located at Agriculture Building, 101 The Embarcadero, Suites 119, 120, 121, 122 and 116A and the Mezzanine.

b. Property: Pier 9
Person Negotiating: Port: Peter Dailey, Deputy Director, Maritime
*Bar Pilots: Captain Peter McIsaac
Under Negotiation: _____ Price _____Terms of Payment X Both
An executive session has been calendared to give direction to staff regarding real estate negotiations for Port property located at Pier 9.

c. Property: Piers 15/17
Person Negotiating: Port: Byron Rhett, Deputy Director, Planning & Development
*Exploratorium: Dennis Bartels

Under Negotiation: _____ Price _____Terms of Payment X Both
An executive session has been calendared to give direction to staff regarding real estate negotiations for Port property located at Piers 15-17.

## 6. RECONVENE IN OPEN SESSION

A. Possible report on actions taken in closed session pursuant to Government Code Section 54957.1 and San Francisco Administrative Code Section 67.12.

B. Vote in open session on whether to disclose any or all executive session discussions pursuant to Government Code Section 54957.1 and San Francisco Administrative Code Section 67.12.

## 7. EXECUTIVE

A. Executive Director's Report
- Pier 1½ Water Taxi Landing & Public Dock Ribbon Cutting - December 13, 2007 at 11 a.m.
- Emerald Bowl at AT&T Park - December 28, 2007 at 5:30 p.m.
- Supervisor Gerardo Sandoval's Legislation Urging the Port of San Francisco to prohibit any vessel that uses heavy bunker oil from docking on Port property
- New Year's Eve Celebration at Embarcadero
- Commendation for Senator Carole Migden
- Commendation for Rear Admiral Frank X. Johnston, Western Region Director, Maritime Administration
- Benjamin Hannaberg and James Davis, Pillar Point Harbor fishermen lost at sea
- Edward Hall, worker killed at the Port of Oakland

**8. CONSENT**

A. Request approval of Third Amendment to Lease No. L-12606 with the California Foundation on the Environment and the Economy (CFEE) at the southwest end of Pier 35. (Resolution No. 07-89)

**9. ENGINEERING**

A. Request adoption of the 2008 Port Building Code. (Resolution No. 07-85)

**10. MARITIME**

A. Request approval of Lease No. L-14399 between the Port and Crosslink, Inc., dba Westar Marine Services, for premises located at Pier 50, Shed C, and Pier 48½. (Resolution No. 07-86)

B. Request approval of First Amendment to Berthing Agreement and Lease No. L-13533 with California Sealift Terminals, Inc. for premises located at Pier 50 and 96. (Resolution No. 07-87)

C. Request authorization to enter into a grant agreement with the Bay Area Air Quality Management District, as a co-applicant with Princess Cruises, for $1,900,000 in grant funding for construction of shoreside power at Pier 27. (Resolution No. 07-88)

**11. PLANNING & DEVELOPMENT**

A. Informational briefing on the status of the Pier 70 Master Planning Process.

B. Informational presentation of surveys and analysis to address transportation and parking needs associated with the development of Seawall Lot 337 (a 16-acre site south of China Basin Channel and in Mission Bay), and Request approval to authorize the Executive Director to appoint SWL 337 advisory panel. (Resolution No. 07-91)

C. Informational Presentation by San Francisco Waterfront Partners II, LLC on its 8 Washington Proposal including Seawall Lot 351 at Washington Street and The Embarcadero.

**12. REAL ESTATE**

A. Request approval of Memorandum of Understanding No. M-14290 between the Port and the Department of Elections for approximately 86,954 square feet of Pier 48, Shed B, for a term of 36 months with a one-year option, commencing January 1, 2008. (Resolution No. 07-90)

B. Informational presentation regarding the recent discovery of subsurface petroleum contamination at Pier 90.

## 13. NEW BUSINESS / AGENDA SETTING

- New Business
- Agenda Setting (Targeted Commission meeting, subject to change)
  - Election of Port Commission Officers (January 15, 2008)
  - Informational Presentation on The Exploratorium Project at Piers 15/17 on The Embarcadero at Green Street (January 15, 2008)
  - Request authorization to issue Request for Proposals for a retail opportunity located at 360 Jefferson Street (January 15, 2008)
  - Request approval of Lease No. L-14487 for 745 square feet of office space, 386 square feet of mezzanine storage space, and 36 square feet of office storage space with United Video, Inc. at the Agriculture Building, 101 The Embarcadero, Suites 119, 120, 121, 122 and 116 A, and the Mezzanine (January 15, 2008)
  - Request authorization to Execute a Contract Modification to the Pier 35 Improvements Project Contract No. 2712 with D.F.P.F. Corporation dba Fine Line Construction to Increase the Contract Amount and Extend the Substantial Completion Date (January 15, 2008)
  - Request authorization to issue Request for Proposals for a Concrete Batching Operation at Pier 94 (January 15, 2008)
  - Request approval to Execute Seventh Amendment to the Amended and Restated Exclusive Negotiation Agreement with SF Piers LLC for the Piers 27-31 Mixed-Use Recreation Project Extending the Term and Amending the Benchmarks (Site Location: Piers 27-31 on The Embarcadero, between Francisco and Battery Streets) (January 15, 2008)
  - Request approval to increase budget and expand scope of contract with Economic Planning Systems to support the Pier 70 Master Planning Process (January 15, 2008)
  - Request approval of Contract Modification to the Illinois Street Intermodal Bridge South Approach Contract No. 2709 with Stacy and Witbeck, Inc. to extend the substantial completion date to December 31, 2007 and to extend the final completion date to March 31, 2008 (January 15, 2008)
  - Request approval of Contract Modification to the Illinois Street Intermodal Bridge Contract No. 2680 with Shimmick Construction Company, Inc. to extend the final completion date from January 7, 2008, to March 31, 2008 (January 15, 2008)
  - Informational Presentation on the Port's Annual Operating Budget for Fiscal Year 2008-09 (February 12, 2008)
  - Informational Presentation on the Port's Capital Budget for Fiscal Year 2008-09 (February 12, 2008)
  - Request authorization to advertise for design and engineering consulting services for the Brannan Street Wharf public open space, to be located adjacent to the Embarcadero between Piers 30-32 and 38 (February 12, 2008)
  - Request adoption of Findings under the California Environmental Quality Act; Approval of Memorandum of Understanding (MOU) with Public Utilities Commission for 4 acres of Seawall Lot 356 (located at 26th and Maryland Streets); Approval of MOU with the Public Utilities Commission for underground utilities and Approval of License with J-Power Development Company, Ltd. for construction

laydown space at Seawall Lot 356, all as related to the development and operation of the proposed 150MW combustion turbine peaker plant on 4 acres of the Western Pacific Parcel (Seawall Lot 356) (Date to be determined)

- Request approval of an Amendment to the Settlement Agreement between PG&E and the City and County of San Francisco, dated June 14, 2005, regarding a claim of encroachment by the PG&E Hunter's Point Power Plant on Port property, to agree to a month-to-month extension of the agreement and to clarify the rental payment procedures, including the annual adjustment of rent (Date to be determined)
- Informational Presentation by SF Piers LLC of its proposed Revised Development Plan for Piers 27-31 Mixed-Use Recreation Project (Site Location: Piers 27-31 on The Embarcadero, between Francisco and Battery Streets) (Date to be determined)
- Informational presentation regarding the Memorandum of Understanding between the Port and the Film Commission concerning space availability, pricing and licensing of Port property in support of film production (Date to be determined)
- Request approval of Amended and Restated Development Memorandum with SF Piers LLC for the Piers 27-31 Mixed-Use Recreation Project (Site Location: Piers 27-31 on The Embarcadero, between Francisco and Battery Streets) (Date to be determined)
- Request approval to accept and expend the 2007 Port Security Grant for security upgrades at the Port of San Francisco (Date to be determined)
- Request approval to award the contract for Portwide Utility Mapping Services (Date to be determined)
- Request authorization to readvertise for the Demolition and Disposal of Port's Drydock No. 1 (Date to be determined)
- Request approval of Tri-Party Agreement with Port, The Exploratorium and Baydelta Maritime for lease of space at Pier 17 (Date to be determined)

## 14. PUBLIC COMMENT

Public comment is permitted on any matter within Port jurisdiction and is not limited to agenda items. Public comment on non-agenda items may be raised during New Business/Public Comment. A member of the public has up to three minutes to make pertinent public comments before action is taken on any agenda item and during the new business/public comment period. It is strongly recommended that public comments be submitted in writing so they can be distributed to the Commissioners for their review. Please fill out a speaker card and hand it to the Commission Secretary. If you have any question regarding the agenda, please contact the Commission Secretary at 274-0406.

## 15. COMMUNICATIONS

Communications to the Port Commission received from November 9 to December 7, 2007:

- From Captain Peter McIsaac, San Francisco Bar Pilots President and Port Agent, regarding lease at Pier 9 East End
- From Anchor Brewing Company, invitation to the December 6, 2007 Christmas Ale Party at 1705 Mariposa Street in San Francisco
- From Potrero Boosters Neighborhood Association, copy of The Potrero Community Voice Newsletter
- From Michael Theriault, San Francisco Building and Construction Trades Council,

regarding use of Project Labor Agreement for work under the 2008 Clean and Safe Neighborhood Parks Bond

- From Judith Berkowitz, President of the Coalition for San Francisco Neighborhoods, concerning resolution regarding the Proposed Gift of a Chinese Garden from the Shanghai Sister City Committee
- From Frank Mendez, Financial Secretary-Treasurer of the American Merchant Marine Veterans, regarding Merchant Seamen Memorial at the Port
- From Marc Erlandson, copy of a letter to Department of Parking & Traffic, regarding petition by residents of 501 Beale Street in San Francisco, regarding residential Parking Permit "Y" for 501 Beale Street (The Watermark)
- From Lori Regis, Boulette's LLC, regarding parking at Ferry Plaza

**16. ADJOURNMENT**

## JANUARY 2008
## CALENDAR OF UPCOMING PORT MEETINGS - OPEN TO THE PUBLIC

| Date | Time | Group | Location |
|---|---|---|---|
| **January 15** | **2:00 p.m.** | **Closed Session/Port Commission** | **Port Commission Room** |
| | **3:15 p.m.** | **Open Session** | **@ Ferry Building** |
| **January 29** | **2:00 p.m.** | **Closed Session/Port Commission** | **Port Commission Room** |
| | **3:15 p.m.** | **Open Session – Special Meeting** | **@ Ferry Building** |

**NOTES:**

The San Francisco Port Commission meets regularly on the second and fourth Tuesday of the month at 3:15 p.m., unless otherwise noticed. ***The Commission Agenda and staff reports are posted on the Port's Website @ www.sfport.com.*** Contact Amy Quesada at 274-0406.

The Cruise Terminal Advisory Panel (CTAP) generally meets the second Thursday of the month. Contact John Doll at 274-0639 or john.doll@sfport.com

The Cruise Terminal Environmental Advisory Committee (CTEAC) generally meets quarterly. Date and time to be determined. Contact Michael Nerney @ 274-0416 or michael.nerney@sfport.com

The Environmental Quality Advisory Committee (EQAC) meets regularly on the fourth Thursday of the month at 9:00 a.m. at Scoma's Restaurant, Pier 47 @ Fisherman's Wharf. Contact Jay Ach @ 274-0562 or jay.ach@sfport.com

The Fisherman's Wharf Waterfront Advisory Group (FWWAG) meets regularly on a bi-monthly basis, on the third Tuesday of the month. The regular meeting time and place is 9:00 a.m. at Scoma's Restaurant, Pier 47 at Fisherman's Wharf. Contact Michael Nerney @ 274-0416 or michael.nerney@sfport.com

The Maritime Commerce Advisory Committee (MCAC) meets on a bi-monthly basis, on the third Thursday of the month, from 11:30 a.m. to 1:30 p.m. @ Pier 1. Contact Jim Maloney @ 274-0519 or jim.maloney@sfport.com

The Mission Bay Citizens Advisory Committee meets regularly on the second Thursday of the month, from 5:30 to 7:30 p.m. at the Mission Bay Visitor Center (255 Channel Street). Contact Catherine Reilly, Assistant Project Manager, Redevelopment Agency, @ 749-2516 or Catherine Reilly/REDEV/SFGOV@SFGOV

The Northeast Waterfront Advisory Group (NEWAG) meets regularly on a monthly basis on the first Wednesday of the month from 5:00 p.m. to 7:00 p.m. in the Bayside Conference Room @ Pier 1. Contact Jennifer Sobol @ 274-0548 or jennifer.sobol@sfport.com

The Central Waterfront Advisory Group (CWAG) meets monthly on an as-needed basis, generally on the third Wednesday of the month from 5 to 7 p.m. in the Bayside Conference Room at Pier 1. Contact Mark Paez @ 705-8674 or mark.paez@sfport.com

The Rincon Point-South Beach Citizens Advisory Committee meets regularly on the third Monday of the month, from 5:00-7:00 p.m. at the South Beach Yacht Club (Pier 40 on The Embarcadero). Contact Catherine Reilly Assistant Project Manager, Redevelopment Agency, @ 749-2516 or Catherine Reilly/REDEV/SFGOV@SFGOV

The Southern Waterfront Advisory Committee (SWAC) meets every last Wednesday of the month from 6:15 to 8:15 p.m. Location to be determined. Contact David Beaupre @ 274-0539 or david_beaupre@sfport.com

The Waterfront Design Advisory Committee (WDAC) meets jointly with the Design Review Board of the Bay Conservation and Development Commission on the first Monday of the month at BCDC, 50 California Street, Rm. 2600, at 6:30 p.m. The Committee meets as needed on the third Tuesday of the month from 11 a.m. to 1 p.m. in the Bayside Conf. Rm. @ Pier 1. Contact Dan Hodapp @ 274-0625 or dan.hodapp@sfport.com

## ACCESSIBLE MEETING INFORMATION

**Ferry Building:**

The Port Commission Hearing Room is located on the second floor of the Ferry Building. The main public entrance is from the west (Embarcadero) side and is served by a bank of elevators adjacent to the historic staircase. Accessible public restrooms are on the first floor at the northeast end of the building as well as on the second floor across the lobby from the Port Commission Hearing Room. The main path of travel to the Port Commission Hearing Room is equipped with remote infrared signage (Talking Signs). The Port Commission Hearing Room is wheelchair accessible. Accessible seating for persons with disabilities (including those using wheelchairs) is available. The closest accessible BART and MUNI Metro station is Embarcadero located at Market & Spear Streets. Accessible MUNI lines serving the Ferry Building area are the F-Line, 9, 31, 32 and 71. For more information about MUNI accessible services, call (415) 923-6142. The nearest accessible parking is provided in the following off-street pay lots:

A) 3 spaces in the surface lot on the west side of the Embarcadero at Washington St.
B) 3 spaces in the Pier 1/2 lot, located on the east side of the Embarcadero between the Ferry Building and Pier 1. During business hours this lot is operated by valets.
C) Hourly and valet parking in the Pier 3 lot. This lot is accessed through the Pier 3 bulkhead building entrance on the east side of the Embarcadero. This lot is located on the pier deck; adjacent to the ferry boat Santa Rosa.

Additional covered accessible off-street pay parking is available in the Golden Gateway Garage, which is bounded by Washington, Clay, Drumm and Battery Streets. Entrance is on Clay St. between Battery and Front Streets. There is no high-top van parking. Metered street parking is available on the Embarcadero, Washington, Folsom & Drumm Streets.

**Pier 1:**

The Port's fully accessible offices are in the west end of Pier 1. There are two public entrances; the main entrance on the west (Embarcadero), and the Port History walk entrance on the south apron. Each of these entrances is provided with an automatically operated door. Both entrances lead to the Bayside conference rooms. Accessible public restrooms, drinking fountains, payphone and TTY are on the first floor near the main entrance. The public spaces of the Port's offices are equipped with remote infrared signage (Talking Signs) identifying all primary entrances, paths of travel, meeting rooms and amenities. Accessible seating areas and assistive listening devices will be available in the Bayside Conference rooms.

**Accessible meeting information policy:**

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

A sign language interpreter and alternative format copies of meeting agendas and other materials can be provided upon request made at least 72 hours in advance of any scheduled meeting. Contact Wendy Proctor, Port's ADA Coordinator, at 274-0592, the Port's TTY number is (415) 274-0587.

**Know Your Rights Under the Sunshine Ordinance:**

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code) or to report a violation of the ordinance, contact Frank Darby by mail: Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at (415) 554-7724; by fax at (415) 554-7854 or by email at sotf@sfgov.org. Citizens interested in obtaining a free copy of the Sunshine Ordinance can request a copy from Mr. Darby or by printing Chapter 67 of the San Francisco Administrative Code on the Internet, at http://www.sfgov.org/sunshine.

## NOTICES

**Prohibition of Ringing of Sound Producing Devices:**

The ringing of and use of cell phones, pagers, and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic device.

**Lobbyist Registration and Reporting Requirements:**

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance (SF Campaign & Government Conduct Code Sections §2.100 – 2.160) to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 30 Van Ness, Suite 3900, San Francisco, CA 94102, phone (415) 581-2300 or fax (415) 581-2317; web site: www.sfgov.org/ethics.

PORT OF SAN FRANCISCO

**MEMORANDUM**

December 6, 2007

**TO:** MEMBERS, PORT COMMISSION
Hon. Ann Lazarus, President
Hon. Kimberly Brandon, Vice President
Hon. Michael Hardeman
Hon. Rodney Fong
Hon. Stephanie Shakofsky

**FROM:** Monique Moyer
Executive Director

**SUBJECT:** Request to approve Third Amendment to Lease No. L-12606 with the California Foundation on the Environment and the Economy (CFEE) at the southwest end of Pier 35.

**DIRECTOR'S RECOMMENDATION: APPROVE RESOLUTION**

**Background**

California Foundation on the Environment and the Economy, a California non-profit corporation (hereafter referred to as "CFEE"), has been a tenant with the Port of San Francisco for over seven years at Pier 35, Suites 200 and 202. In November 1999, under Lease No. L-12606 (expired on October 31, 2006), CFEE converted shed and undeveloped office space into Class B office space. CFEE created two larger office suites complete with conference rooms, kitchens and ADA compliant bathrooms. CFEE spent approximately $500,000.00 for these upgrades.

In March 2007, a Second Amendment to Lease No. L-12606 was approved by the Port Commission (Resolution #07-19) allowing CFEE to reduce its premises from Pier 35, Suites 200 and 202 to Pier 35, Suite 202, on a month-to-month basis until December 31, 2007, and to require CFEE to complete the electrical separation of Pier 35, Suites 200 and 202 by April 30, 2007. The Port and CFEE have negotiated a new five (5) year lease, Lease No. L-14261, approved by the Port Commission in February (Resolution #07-18) that must be approved by the Board of Supervisors. The termination of the Second Amendment was intended to coincide with the Board of Supervisors approval to start the new five (5) year lease. The Port and CFEE have not yet presented the five (5) year lease to the Board of Supervisors.

**This Print Covers Calendar Item No. 8A**

Under the proposed Third Amendment to Lease No. L-12606 (hereafter referred to as the "Amendment"), Port staff is requesting that Lease No. L-12606 continue on a month-to-month basis until June 30, 2008. This will provide enough time to obtain Board of Supervisor approval of the five (5) year lease. Port staff is additionally requesting the date for completing the electrical separation be extended to July 1, 2007. The original completion date of April 2007 did not provide CFEE with adequate time to select a contractor, obtain a Port Building permit and complete construction. CFEE received final completion for this work on June 27, 2007. By approving this Third Amendment, the Port will (i) allow the lease to continue in effect, at the less than parameter rent, until June 30, 2008 instead of expiring on December 31, 2007 as provided in the Second Amendment, (ii) allow CFEE to deduct Port's share of the electrical separation (up to $6,400.00) from historical electrical payments to the Port which was allowed under the Second Amendment only if CFEE met the established deadline and (iii) relieve CFEE from an accelerated payment schedule for historical electric costs required if a new lease is not in place by December 15, 2007.

**Recommendation**

Port Real Estate staff recommends that the Port Commission (1) approve the Third Amendment to Lease No. L-12606 and (2) authorize the Executive Director or her designee to execute said Third Amendment to Lease No. L-12606 with CFEE for the rental of Pier 35 Suite 202 in the City and County of San Francisco for a month-to-month term to expire upon adoption by the Board of Supervisors of Lease No. L-14261 or June 30, 2008 and subject to the additional terms and conditions set forth above.

Prepared by: Richard A. Rovetti, Commercial Property Manager
For: Susan Reynolds, Deputy Director of Real Estate

**PORT COMMISSION**
**CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 07-89**

WHEREAS, Charter Section 3.581 of the Charter of the City and County of San Francisco empowers the Port Commission with the power and authority and duty to use, conduct, operate, maintain, manage, regulate and control the Port area(s) of the City and County of San Francisco; and

WHEREAS, Section 3.581(g) of the Charter of the City and County of San Francisco provides that leases granted and made by the Port Commission should be administered exclusively by the operating forces of the Port Commission; and

WHEREAS, at its February 27, 2007 meeting, the Port Commission adopted Resolution 07-18 granting, subject to Board of Supervisor approval, a new five year lease, No. L-14261, to the California Foundation on the Environment and the Economy, a California non-profit corporation (hereafter referred to as "CFEE"); and

WHEREAS, at its March 13, 2007 meeting, the Port Commission adopted Resolution 07-19 approving the Second Amendment to Lease allowing for the reduction of CFEE's premises on a month-to-month term until execution of Lease No. L-14261 as approved by Port Commission Resolution No. 07-18 or December 31, 2007, and required complete electrical separation of Pier 35, Suites 200 and 202 by no later than April 30, 2007; and

WHEREAS, CFEE proposes and Port Staff agrees to execute a Third Lease Amendment effective January 1, 2007 to extend CFEE's month-to-month lease until execution of Lease No. L-14261 as approved by Port Commission Resolution No. 07-18 or June 30, 2008, and extend the completion date for the required electrical separation of Pier 35, Suites 200 and 202 by July 1, 2007; and

RESOLVED, that the Port Commission hereby approves Third Amendment to Lease No. L-12606 which extends CFEE's month-to-month lease until execution of Lease No. L-14261 as approved by Port Commission Resolution No. 07-18 or June 30, 2008, and extends the time period for completing the electrical separation work by July 1, 2007, and authorizes the Executive Director, in consultation with the City Attorney, to enter into any additional documents as she deems necessary or appropriate, to consummate the transactions contemplated hereby or to otherwise effectuate the purpose and intent of this Resolution, such determination to be conclusively evidenced by the execution and delivery by the Executive Director or her designee of any such documents.

***I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of December 11, 2007.***

_____
Secretary

PORT OF SAN FRANCISCO

**MEMORANDUM**

December 4, 2007

**TO:** MEMBERS, PORT COMMISSION
Hon. Ann Lazarus, President
Hon. Kimberly Brandon, Vice President
Hon. Rodney Fong
Hon. Michael Hardeman
Hon. Stephanie Shakofsky

**FROM:** Monique Moyer
Executive Director

**SUBJECT:** Adoption of the 2008 Port Building Code

**DIRECTOR'S RECOMMENDATION**: APPROVE RESOLUTION

## Introduction

Construction standards are regulated in California by the California Building Standards Code (codified in Title 24 of the California Code of Regulations; also known as the "state building code"). Local jurisdictions may adopt revisions to the state building code by submitting local findings and code amendments to the state Building Standards Commission. The state Building Standards Commission has adopted a new 2007 edition of the California Building Standards Code which will become effective on January 1, 2008, and will supercede the current 2001 California Building Standards Code in its entirety. As a result, on January 1, 2008, the 2007 Port of San Francisco Building Code, which is based upon the 2001 state building code, with local Port amendments, will be repealed and no longer effective. It is imperative that the Port adopt the new 2007 California Building Standards Code with the Port's local amendments to enable the continuance of the Port's current administrative procedures, submittal requirements and appeal processes that reflect the Port's organizational structure, and to extend the special design requirements and technical considerations needed to address the Port's marine environment, facilities and maritime operations. In order to achieve these goals, staff have drafted local amendments to the 2007 California Building Standards Code, which are incorporated in the 2008 Port Building Code, and also includes the Port's Mechanical, Electrical and Plumbing Codes.

**This Print Covers Calendar Item No. 9A**

**Background**

The Port Commission, through the authority of the Burton Act (Chapter 1333 of the Statutes of 1968) and relevant sections of the Agreement Relating to Transfer, adopted the 2007 Port Building, Mechanical, Electrical and Plumbing Codes. (Commission Resolution 07-55.) Through Resolution 07-55, the Port Commission also directed staff to draft a 2008 Port Building Code based on the proposed 2007 California Building Standards Code. Adoption of the 2008 Port Building Code would enable the Port Commission, through the Chief Harbor Engineer and the administrative bodies created by the code, to administer and regulate all construction activities as well as the condition and maintenance of all buildings and structures within the Port's jurisdictional boundaries. The Port Building Code does this by providing technical standards: for utilities, facilities and other physical improvements that are essential to ensure structures are safe, sanitary and fit for occupation and use, for the condemnation of buildings and structures unfit for human occupancy and use, for the demolition of such structures in the Port's jurisdiction, and for the issuance of permits and collection of fees. The Port Building Code takes into consideration the marine conditions unique to the waterfront environment.

The 2008 Port Building Code was developed by the Port's Building Permit Group and Port Engineering representatives from the civil, structural, mechanical, electrical, plumbing and architectural disciplines. Staff received assistance from the San Francisco Department of Building Inspection's Technical Services Division, and the City Attorney's Office.

The 2008 Port Building Code is very similar to the 2007 Port Building Code. Changes are mostly related to formatting and generally are not substantive in nature. The 2008 Port Building Code is also very similar to the 2007 San Francisco Building Code, which takes effect on January 1, 2008. Both the San Francisco and Port building codes are based upon the 13 building-related codes contained in the California Building Standards Code and both codes then amend this model code by incorporating local requirements based upon local geological, climatic and topographic conditions. Similarity of the two codes is important for industry standards; however; the Port requires a separate building code, independent from the San Francisco Building Code, in order to provide administrative procedures that reflect the Port's organizational structure and operations, and to present the criteria needed to protect Port property from the Port's unique marine environmental conditions. Therefore; the Port Building Code, once adopted, will continue to stand separate and independent from the San Francisco Building Code.

**Funding**

There are no funding requirements for publishing the new version of the Port Building Code. Staff plans to maintain an updated copy of the 2008 Port Building Code on the Port's internet web page and to make copies of the Code available to the public at the Engineering Building Permit Counter.

**Schedule**

In compliance with state and local requirements, on October 30, 2007, the Port's engineering staff posted on the Port's internet site notification of the Port's intent to adopt the 2008 Port Building Code and published copies of the draft code on the Port's internet site and at the

Engineering Division's Permit Desk for public review and comment. In addition, staff provided public notification at the staff presentation to the Port Commission on November 14, 2007. Moreover, an advertisement has been published weekly since October 30, 2007, in the San Francisco Examiner, a local newspaper. The public was invited to comment with a dead line of 5:00 P.M., November 23, 2007. Several revisions were made in response to comments from Port staff during this review period. These comments resulted in editorial corrections to Chapters 1A, 2, and 31, the inclusion of Item 3: *Category C* for Permit and Inspection Fees to Table 1A-E: Electrical Permit Fees, clarification of fees required for the disability appeal review process in Table 1A-K of the Building Code, language to clarify that Special Event Permits shall have a maximum 180 day expiration period, editorial corrections and the addition of regulations in the Electrical Code to provide lateral support of electrical conduit installed underneath piers or docks, and additional language in the Plumbing Code to provide lateral support of water piping installed underneath piers or docks. These revisions were posted for public review on December 3, 2007.

State law provides that no local modifications or changes to the California Building Standards Code shall become effective until the local agency makes express findings that such modifications are reasonably necessary because of local climatic, geographical or topographical conditions, and such findings have been filed with the California Building Standards Commission. (California Health and Safety Code §17958.7.) Local modifications are specific to a particular edition of the California Building Standards Code and must be filed for each new edition of the California Building Standards Code. The 2008 Port Building Code includes modifications to the state code that "differ," "vary," are "reasonably necessary," or are "more restrictive" than the new state code based upon local conditions and findings. Therefore, staff request authorization from the Port Commission to file with the state Building Standards Commission, the Port's modifications to the 2007 State Building Standards Code, and the local findings that support such modifications to the state building code. Furthermore, staff request that the Port Commission repeal the existing 2007 Port Building Code and adopt the 2008 Port Building Code, with an effective date of January 1, 2008.

**Summary**

The State Building Standards Commission's adoption of the 2007 California Building Standards Code, effective on January 1, 2008, will affectively repeal the current 2007 Port Building Code (and the 2001 state building code upon which the Port code is based.) In response, staff have developed the 2008 Port Building Code, based upon the 2007 California Building Standards Code, and incorporated modifications particular to the Port's specific local climatic, geographical or topographical conditions. The 2008 Port Mechanical, Electrical and Plumbing Codes are included within the 2008 Port Building Code. Staff request that the Port Commission adopt the 2008 Port Building Code and the local findings for the code modifications. With Port Commission approval, staff will file the new Port Building Code and local findings with the California Building Standards Commission no later than December 31, 2007. As proposed by staff and subject to Port Commission approval, the 2008 Port Building Code will become effective and enforceable on January 1, 2008.

Prepared By: John Aires, Senior Building Inspector

For: Edward F. Byrne, Chief Harbor Engineer

**PORT COMMISSION**
**CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 07-85**

WHEREAS, the Port of San Francisco derives its authority to regulate and permit building construction and improvements within its jurisdiction from the Burton Act (Chapter 1333 of the Statutes of 1968) and from relevant sections of the Agreement Relating to Transfer of the Port of San Francisco from the State of California to the City and County of San Francisco; and

WHEREAS, the Port Commission has established its own Building Permit Group as part of the Engineering Division with the responsibility for enforcement, administration, and interpretation of building standards on Port property; and

WHEREAS, the Port Engineering Division's Building Permit Group is considered a local building department; and

WHEREAS, through Resolution 07-55, the Port Commission adopted the 2007 Port Building Code, and directed staff to draft a 2008 Port Building Code based upon the 2007 California Building Standards Code (codified in Title 24 of the California Code of Regulations) for future consideration and adoption by the Port Commission; and

WHEREAS the 2008 Port Mechanical, Electrical and Plumbing Codes are included within the 2008 Port Building Code; and

WHEREAS the 2008 Port Building Code has been made available for public review and comment for 6 weeks; and

WHEREAS Port staff have completed their review and drafting of the 2008 Port Building Code, have elicited public comment on the proposed Code, incorporated editorial revisions, and staff now recommend that the Port Commission adopt the 2008 Port Building Code; and

WHEREAS, Port staff have developed the 2008 Port Building Code based on the 2007 California Building Standards Code ("CBSC") with modifications that are reasonably necessary because of the Port's local climatic, geologic or topographical conditions, and which incorporates building permitting administrative procedures appropriate to the Port's administrative structure; now therefore be it

RESOLVED, that the Port Commission hereby adopts the 2008 Port Building Code, which adopts and amends the 2007 California Building Standards Code, the 2007 California Mechanical Code, the 2007 California Electrical Code and the 2007 California Plumbing Code with Port Code administrative procedures; and be it further

RESOLVED, the Port Commission directs staff to file the new 2008 Port Building Code and local findings with the California Building Standards Commission no later than December 31, 2007; and be it further

RESOLVED, that the Port Commission hereby declares that upon filing of the 2008 Port Building Code and local findings, the 2008 Port Building Code shall have the effective date of January 1, 2008, and shall operate to supercede and repeal the 2007 Port Building Code in its entirety.

***I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of December 11, 2007.***

_____

Secretary

PORT OF SAN FRANCISCO

**MEMORANDUM**

December 3, 2007

**TO:** MEMBERS, PORT COMMISSION
Hon. Ann Lazarus, President
Hon. Kimberly Brandon, Vice President
Hon. Rodney Fong
Hon. Michael Hardeman
Hon. Stephanie Shakofsky

**FROM:** Monique A. Moyer
Executive Director

**SUBJECT:** Request approval of Lease No. L-14399 between the Port and Crosslink, Inc., dba Westar Marine Services, for premises located at Pier 50, Shed C, and Pier 48½.

**DIRECTOR'S RECOMMENDATION**: APPROVE RESOLUTION

**Background**

Westar Marine Services is one of San Francisco Bay's leading harbor service companies providing a wide range of services, operating 4 escort tugs, 13 harbor tugs, 10 water taxis, a molasses barge, 2 aggregate barges, and 16 flat-deck barges. Services include marine construction support (including the new Bay Bridge), barge towing, tank vessel escorts, ship assists, stores deliveries, water taxi transportation of passengers, and tug/barge services for fireworks. A port tenant since 1976, Westar's operations were originally situated at Pier 46. In 1997, due to the construction of the Giant's ballpark, Westar was relocated to its current premises at Pier 50.

On June 1, 1997, the Port entered into Lease No. L-12440 with Westar Marine Services, ("Westar"), as amended by a First Amendment dated February 21, 2001, for premises located at Pier 50, Shed C. The premises for this lease are comprised of approximately 62,956 square feet of maritime office, shed and pier space which support Westar's maritime business operations including: operation of tug boats, barges and water taxis; mooring and service to vessels and water taxi-passengers; and storage and handling of equipment and supplies associated with this maritime operation. The current annual rent for Lease No. L-12440 is $12,988.22 or $.38 per sq. ft. per month for shed and maritime office, and $.13 per sq. ft. per month for apron space. The existing lease expired on May 30, 2007.

**This Print Covers Calendar Item No. 10A**

Westar also leases approximately 6,726 square feet of wharf space located at Pier 48½, on a month-to-month basis since April 1, 2000, under Lease No. 12904. The current annual rent for Lease No. 12904 is $1,221.58 or $.18 per sq. ft. per month.

**Proposed Lease Terms Lease No. L-14399**

The Port and Westar have negotiated a new 12½-year lease which consolidates the premises under Lease No. L-12440 at Pier 50, Shed C and the premises under Lease No. 12904 at Pier 48½, and adds approximately 26,315 square feet of pier space at Pier 50 to facilitate Westar's current space needs.

This Lease also includes provisions as set forth in the Port's Environmental Risk Management Policy which provides for financial assurance requirements for real property agreements.

Westar is one of the Bay Area's leading maritime service providers which contributes to the Port's maritime public trust mission. Over the past ten years, Westar has been a "tenant in good standing" and has complied with the terms and conditions of its leases with the Port.

Tenant: Crosslink, Inc. a California corporation, dba Westar Marine Services.

Premises: The premises shall be comprised of approximately 89,271 square feet of office, shed, pier and apron space, as described below.

| Use | Sq. Ft. | Rate per month |
|---|---|---|
| Office | 3,831 | $1.00 |
| Shed | 19,574 | $ .60 |
| Pier and Apron | 65,866 | $ .20 |

Term: The Term of the Lease shall be for twelve (12) years, six (6) months, commencing on January 1, 2008 and terminating on June 30, 2020.

Monthly Base Rent: $28,748.60 ($344,983.20 annually).

Rental Adjustments: Annual increase to Base Rent in accordance with increase in the Consumer Price Index (CPI).

Security Deposit: Equal to two months Base Rent. $57,497.20.
Security Deposit shall be increased on an annual basis to ensure that a Security Deposit equal to two months Base Rent is maintained at all times.

Environmental Oversight Deposit: $10,000.00.
The Environmental Oversight Deposit is a cash deposit to reimburse the Port for additional staff time and administrative expenses due to a notice of violation or other regulatory order that is issued to a tenant. Administrative expenses include staff time for inspecting and monitoring the condition of the tenant's premises, corresponding with

regulatory agencies, and otherwise enforcing and administering the tenant's environmental obligations.

Environmental Performance Deposit: $125,000.00. The Environmental Performance Deposit is secured to cure any defaults on the part of the tenant, or to compensate the Port for any damage it might incur as a result of the tenant's failure to perform its obligations, environmental or other. It is a component of the security deposit to be applied as such, without restriction.

Permitted Use: The premises shall be used only for the following purposes and for no other use: maritime office space, operation of tugboats, water taxis, crane barges, and deck barges; transportation and temporary storage of hazardous materials (such as hazardous waste and garbage); transfer of fresh water, fuel and occasional transfer of bulk oil from trucks to vessels in areas where the load factor is not exceeded; mooring and service to vessels and craft; routine maintenance of vessels and craft, including cleaning, fabricating, and refurbishing of parts; changing transmission oil and other fluids; service to water-taxi passengers; storage and handling of equipment and supplies for vessels and craft; loading and unloading fireworks; employee and customer parking.

The Permitted Uses described above must be conducted in accordance with tenant's operations plan. Tenant must prepare and maintain such operations plan to document its procedures consistent with law, industry standards and best management practices and good house-keeping. Port may, from time to time, review tenant's operations plan and make recommendations for revisions.

Maintenance & Repair: Tenant shall at its sole cost and expense, maintain, repair and replace in good and working order, condition and repair the Premises and all Improvements and Alterations, including maintenance of the Fendering System, as defined below. Port shall not be obligated to make any repairs, replacement or renewals of any kind whatsoever to the Premises nor to any Improvements or Alterations now or in the future.

Pier Substructure: In the event that repair or maintenance to the Pier Substructure is necessary, either Port or Tenant may elect to repair the Pier Substructure. If Tenant elects to repair the Pier Substructure, such repair shall be at its sole cost and Tenant will not be entitled to rent abatement or rent credits in any amount or any other consideration from Port.

If neither Port nor Tenant elects to repair the Pier Substructure, then either Port or Tenant may terminate this Lease as to that portion of the premises that is unusable for the Permitted Uses due to the condition to the Pier Substructure by giving written notice to the other party of the intention to do so within thirty (30) days after the date the parties became aware that such portion(s) of the Premises is no longer usable

for the applicable Permitted Use due to the condition of the Pier Substructure. The effective date of termination shall be specified in the notice of termination, which date shall not be less than thirty (30) days from the date of the notice.

Fendering System: Port is currently replacing the Fendering System on the Premises pursuant to its obligations under Section 1.9 of the prior lease (No. L-12440). As of the date of completion of such work, as evidenced by final Port inspection and approval, Port shall have no further obligation with respect to maintenance and repair of the Fendering System and Tenant shall be solely responsible, at its sole cost and expense, to maintain, repair and replace the Fendering System in good working order and condition as necessary to protect the Premises and Pier Substructure and conduct its operations. Tenant is prohibited from mooring vessels other than those specified in the Permitted Use at the Premises. Tenant shall not be entitled to any rent abatement, credit or any other consideration during the period of the Port's Fendering System replacement or any subsequent repair or maintenance activities by Port or Tenant.

Other New/Updated Lease Provisions:
The Lease will include the following new City Requirements now in effect since the prior leases were executed: Health Benefits for Covered Employees, Notification on Limits on Contributions, Sunshine Ordinance, and Prevailing Wages, among others.

In addition, the new Lease will include current standard lease provisions relating to use of security deposits, payment of rent, tenant defaults, updated insurance requirements, and hazardous materials, among others.

**RECOMMENDATION**

Westar has been a long term Port tenant since 1976 with a history of being in good standing with the Port, and a tenant that contributes to the Port's maritime mission. Port staff recommends approval of Lease No. L-14399 between the Port and Westar Marine Services for premises located at Pier 50, Shed C, and Pier 48½.

Prepared by: Mark Lozovoy, Assistant Deputy Director, Real Estate
Michael Nerney, Maritime Marketing Manager

For: Peter Dailey, Deputy Director of Maritime
Susan Reynolds, Deputy Director of Real Estate

**PORT COMMISSION**
**CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 07-86**

WHEREAS, Charter Section B3.581 empowers the Port Commission with the authority and duty to use, conduct, operate, maintain, manage, regulate and control the lands within Port jurisdiction; and

WHEREAS, On June 1, 1997, the Port entered into Lease No. L-12440 with Westar Marine Services, a California corporation ("Westar"), as amended by a First Amendment dated February 21, 2001, for premises located at Pier 50, Shed C; and

WHEREAS, Westar also leases approximately 6,726 square feet of wharf space located at Pier 48½, on a month-to-month basis under Lease No. 12904; and

WHEREAS, Westar has been a long term Port tenant since 1997 with a history of being in good standing with the Port, a tenant that contributes to the Port's maritime mission, and wants to remain a Port tenant into the foreseeable future; and

WHEREAS, The Port and Westar have negotiated a new 12½-year lease which consolidates the premises under Lease No. L-12440 at Pier 50, Shed C, and the premises under Lease No. 12904 at Pier 48½, and adds approximately 26,315 square feet to facilitate Westar's current space needs; and now therefore, be it

RESOLVED, that the Port Commission hereby approves Lease No. L-14399 with Crosslink, Inc., dba Westar Marine Services for premises located at Pier 50, Shed C, and Pier 48½, and such other terms as are described in the staff report and are on file with the Port Commission secretary; and be it further

RESOLVED, that the Executive Director or her designee is hereby authorized to execute all such appropriate documentation as she deems necessary or appropriate to implement this Resolution in a form approved by the City Attorney's office, such determination to be conclusively evidenced by the execution and delivery by the Executive Director, or her designee of any such document.

***I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of December 11, 2007.***

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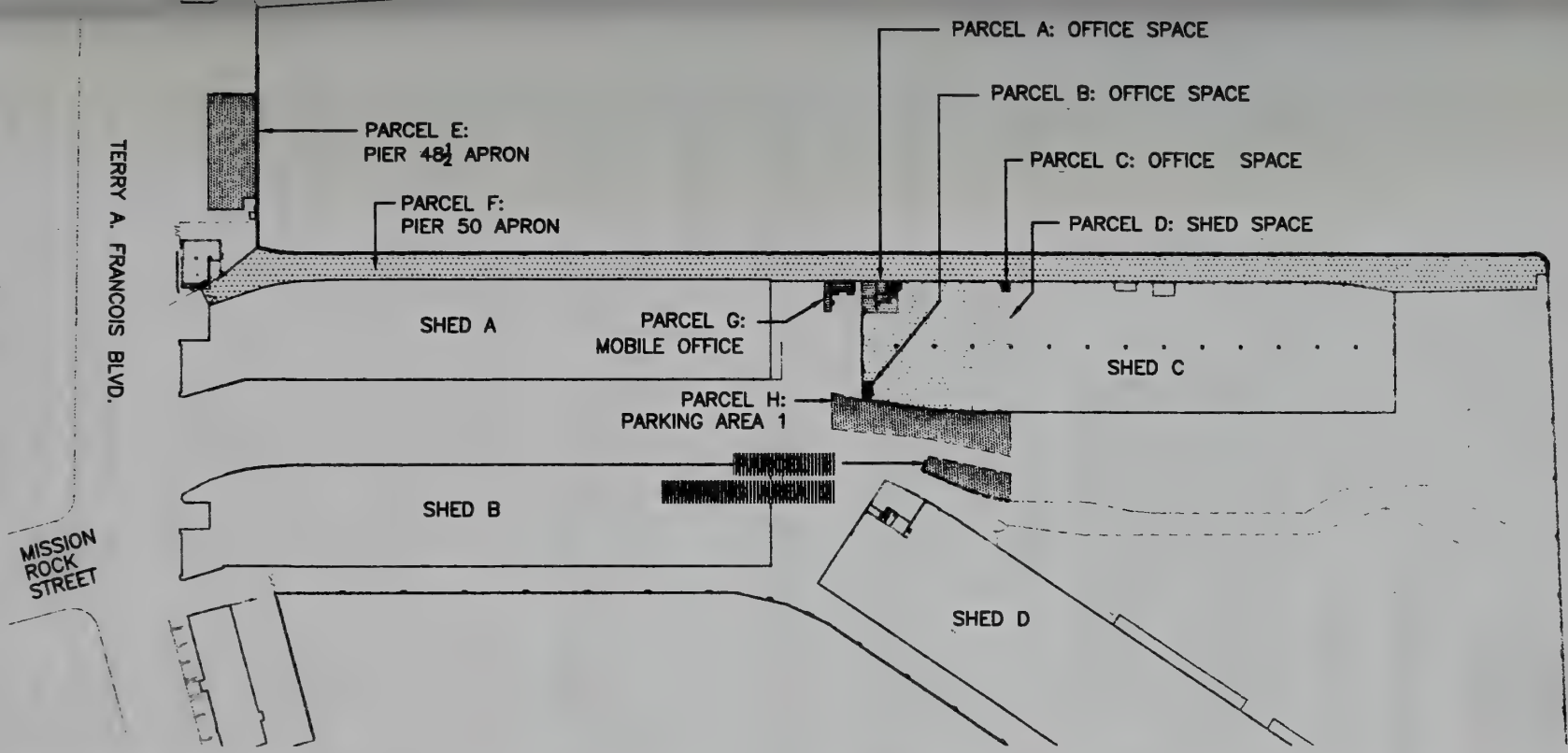
Secretary

# EXHIBIT A




INITIALS: PORT: _____ TENANT: _____ DATE: _____

PARCEL A: SHED OFFICE SPACE 3,089 Sq Ft
- GROUND FLOOR = 1,571 Sq Ft
- SECOND FLOOR = 1,518 Sq Ft

PARCEL B: SHED OFFICE SPACE AT SW COR OF SHED C 486 Sq Ft
- GROUND FLOOR = 228 Sq Ft
- SECOND FLOOR = 258 Sq Ft

PARCEL C: SHED OFFICE SPACE AT NE COR OF LEASE 256 Sq Ft
- GROUND FLOOR = 111 Sq Ft
- SECOND FLOOR = 145 Sq Ft

PARCEL D: SHED SPACE 19,574 Sq Ft

PARCEL E:
- PIER 48½ APRON AREA 6,974 Sq Ft

PARCEL F:
- PIER 50 APRON AREA 48,250 Sq Ft

PARCEL G: MOBILE OFFICE AREA 612 Sq Ft

PARCEL H: PARKING AREA 1 7,780 Sq Ft

PARCEL I: PARKING AREA 2 2,250 Sq Ft

| | | | |
|---|---|---|---|
| LEASE NO. L-14399 | SAN FRANCISCO PORT COMMISSION<br>PORT OF SAN FRANCISCO<br>DEPARTMENT OF ENGINEERING | TENANT<br>WESTAR MARINE SERVICES<br>A CALIFORNIA CORPORATION | DRAWN BY: ECC; DATE: AUG 28, 2007<br>CHECKED BY: M. MERNEY; SCALE: 1" = 200'<br>PLACE CODE NO. 1500-SHEDC<br>SHEET NO. 1 OF 3 SHEETS |

G:\PROPERTY FILES\Lease Maps\EXHIBITS-PIERS\P50North Apron-Westar-2.dwg

PORT OF SAN FRANCISCO

**MEMORANDUM**

December 6, 2007

**TO:** MEMBERS, PORT COMMISSION
Hon. Ann Lazarus, President
Hon. Kimberly Brandon, Vice President
Hon. Rodney Fong
Hon. Michael Hardeman
Hon. Stephanie Shakofsky

**FROM:** Monique Moyer
Executive Director

**SUBJECT:** Request approval of First Amendment to Berthing Agreement and Lease No. L-13533 with California Sealift Terminals, Inc. for premises located at Piers 50 and 96.

**DIRECTOR'S RECOMMENDATION:** APPROVE RESOLUTION

**Background**

The United States Department of Transportation acting through the Maritime Administration (MARAD) operates and maintains a fleet of cargo ships for use by the Department of Defense in the event a sealift of military equipment is required for national security.

In 2003, California Sealift Terminals, Inc. ("CST"), in conjunction with the Port, responded to a MARAD solicitation DTMA1B03002 to provide lay berthing for four ships, three at Pier 50 and one at Pier 96. On September 9, 2003, the Port Commission adopted Resolution No. 03-63 approving Berthing Agreement and Lease No. L-13533 dated for reference purposes only as of September 10, 2003 (the "Lease") with CST for space located at Piers 50 and 96, which space is more particularly described in the Lease. The effectiveness of the Lease was conditioned on CST being awarded the MARAD contract. CST was the winning bidder and in October of 2003, the contract was officially awarded to CST. CST's contract with MARAD and the Lease with the Port are for five one-year terms renewable annually ending in January 2009. CST has been a Port tenant since 1998 and is currently a tenant in good standing.

As a condition to being awarded the MARAD contract, CST was required to make and pay for all capital improvements including electrical, water, sewer, fendering, security and dredging such that the ships would be able to berth at Piers 50 and 96. Upon being awarded the MARAD contract, CST had only 120 days to make all necessary improvements to the berths or the MARAD contract would be voided.

**This Print Covers Calendar Item No. 10B**

Due to the competitive nature of the solicitation and the short time frame necessary to make the improvements, CST was unable to obtain exact construction costs for the required electrical shore side power upgrades at Pier 96 prior to bid-submission. CST and the Port's electrical engineering personnel met prior to CST's submittal of its bid on several occasions with both PG&E and Hetch Hetchy Water and Power to determine the estimated cost for the construction of shore side power systems at Pier 96. CST estimated that the electrical costs would be approximately $200,000. The estimate was reviewed by the Port's engineering staff based upon the scale and scope of the proposed upgrades and was deemed to be a fair estimate of the capital outlays to make the required improvements. However both Port staff and CST understood that there was an unknown element to the Pier 96 electrical upgrade construction costs and were concerned about possible additional expenses. Accordingly, a sentence was added to Section 39 of the Lease to state that the budgeted electrical improvements at Pier 96 were $200,000. Additionally, the Port sent a letter to CST on September 17, 2003 (Attachment 1), stating that if costs for the electrical upgrades at Pier 96 exceeded the $200,000 budgeted by CST, then the Port would contemplate amending the Lease.

Once construction began for the electrical upgrades at Pier 96, CST encountered significant unexpected expenses that exceeded the initial $200,000 budget. The additional costs were a result of more extensive excavation that necessitated higher equipment costs including upgraded pipes, manholes, and pull boxes. The documented costs for the electrical upgrades at Pier 96 were $457,551 or $257,551 greater than the estimated costs.

In 2006, Port staff reviewed these costs and all associated documentation and agrees that they were reasonable and necessary to complete the project. However, Section 39 of the Lease states that CST, "at no cost to Port, shall cause the construction of all improvements and alterations to the Premises required under the MARAD Contract...", in light of prior discussions between Port staff and CST and the September 17, 2003 letter from Port to CST, Port staff recommends a rent credit to CST in an amount not to exceed a cumulative maximum amount of $100,000 against future berthing fees owed to Port to offset CST's unforeseen additional expenses for electrical upgrades at Pier 96. The rent credit will be applied against 50% of the future monthly berthing fees owed to Port until the earlier of (1) exhaustion of the rent credit, or (2) termination or expiration of Berthing Agreement and Lease No. L-13533. Upon termination of the Berthing Agreement, the full benefit of the electrical upgrade will revert solely to the Port.

**Current Information**

CST pays the Port annual berthing fees of approximately $292,000 or an average of $97,335 per vessel. In the event that the government activates any vessel leaving the berth vacant, which has happened due to the war effort, the contract payment to the Port is reduced proportionally.

CST currently has three vessels berthed at the Port. The USNS Cape Hudson is berthed at Pier 96 and the Cape Henry and Cape Horn are berthed at Pier 50. Current monthly berthing fees paid to the Port equal $24,333.83 or approximately $267 per vessel per day.

**Recommendation**

CST is a tenant in good standing and CST has made significant improvements to Port assets which will benefit the Port for years beyond the term of their lease. Port staff recommends amending the Lease to allow for Port's issuance of a rent credit to CST not to exceed a total cumulative maximum amount of $100,000, which rent credit will be applied against 50% of the monthly berthing fees owed to Port until the earlier of (1) exhaustion of the rent credit, or (2) termination or expiration of Berthing Agreement and Lease No. L-13533. The rent credit would be issued solely to offset the unforeseen additional expenses for electrical upgrades at Pier 96. The amendment to the Lease will include all applicable new City and Port requirements.

Prepared by: Peter Dailey, Deputy Director, Maritime

**PORT COMMISSION**
**CITY & COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 07-87**

WHEREAS, Section B3.581 of the Charter of the City and County of San Francisco empowers the Port Commission with the power and duty to use, conduct, operate, maintain, manage, regulate and control Port areas of the City and County of San Francisco; and

WHEREAS, Under Charter Section B3.581(g), leases and franchises granted or made by the Port Commission shall be administered exclusively by the Port Commission; and

WHEREAS, The Port desired to enhance its position in the Bay Area maritime industry and the Port's business relationship with California Sealift Terminals, Inc. ("CST") and the U.S. Maritime Administration benefits not only the Port but many of its harbor service and ship repair customers; and

WHEREAS, CST is a tenant in good standing; and

WHEREAS, Port staff has worked closely with the U.S. Maritime Administration and CST to provide lay berthing services for ready reserve fleet vessels; and

WHEREAS, Port and CST entered into Berthing Agreement and Lease No. L-13533 dated for reference purposes only as of September 10, 2003 (the "Lease") for berthing ready reserve fleet vessels at Piers 50 and 96, the effectiveness of which was conditioned on CST being awarded a lay berthing contract by the U.S. Maritime Administration for solicitation DTMA1B03002; CST was subsequently awarded such contract; and

WHEREAS, As a condition to being awarded the contract, CST was required to make numerous upgrades to Piers 50 and 96 in preparation for receiving the U.S. Maritime Administration ready reserve ships; and

WHEREAS, Actual construction costs for electrical upgrades at Pier 96 exceeded CST's estimate (which estimate was reviewed by the Port's engineering staff) due to higher equipment costs, as further described in the staff report attached to this resolution; and

WHEREAS, CST has made significant improvements to Port assets which will benefit the Port for years beyond the term of CST's lease; and

WHEREAS, Although Section 39 of the Lease states that CST, "at no cost to Port, shall cause the construction of all improvements and alterations to the Premises required under the MARAD Contract...", in light of prior discussions between Port staff and CST and the September 17, 2003 letter from Port to CST, as further described in the staff report attached to this resolution, Port staff recommends issuing to California Sealift Terminals a rent credit not to exceed the total cumulative amount of $100,000 to offset CST's costs associated with the electrical upgrades at Pier 96; now therefore be it

RESOLVED, That this Port Commission hereby authorizes the Executive Director of the Port, or her designee, to amend the Lease to allow for Port's issuance of a rent credit to CST solely to offset the unforeseen additional expenses for electrical upgrades at Pier 96 not to exceed a total cumulative maximum amount of $100,000, which rent credit will be applied against 50% of the monthly berthing fees owed to Port until the earlier of (1) exhaustion of the rent credit, or (2) termination or expiration of the Lease, which amendment will include all applicable new City and Port requirements.

***I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of December 11, 2007.***

_____

Secretary

PORT OF SAN FRANCISCO

ATTACHMENT 1

September 17, 2003

Mr. William A. Burgstiner, II
President
California Sealift Terminals, Inc.
4443 Herschel Street
Jacksonville, Florida 32210

Re: Electrical Upgrades at Pier 96

Dear Bill:

The recently approved Berthing Agreement and Lease L-13533 between the Port and California Sealift Terminals Inc. (CSTI) notes estimates for the cost for electrical upgrades necessary for berthing of a Maritime Administration ready reserve ship at Pier 96 to be approximately $200,000. This amount is detailed on Section 39 of the lease and the Port engineering staff concurs with CSTI's estimate that this is a reasonable cost for completion of the needed improvements.

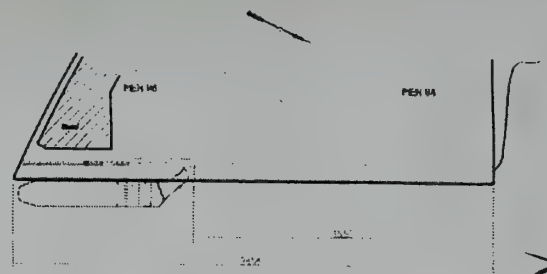
While all costs associated with these improvements are for the account of California Sealift Terminals, Inc., both parties are aware of the uncertainty of the final actual costs for electrical upgrades at Pier 96. While we expect $200,000 to be sufficient to make the necessary improvements, both parties acknowledge the fact that expenses could exceed that amount. If the actual expenses of the electrical improvements exceed $200,000, the Port agrees to meet with California Sealift Terminals Inc to discuss amending the above referenced lease to reflect these additional costs.

Please keep me and my staff updated regarding this issue. If you have any questions, please let me know.

Very truly yours

Peter A. Dailey
Maritime Director

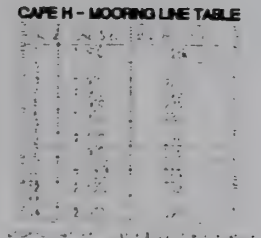
NOTES:

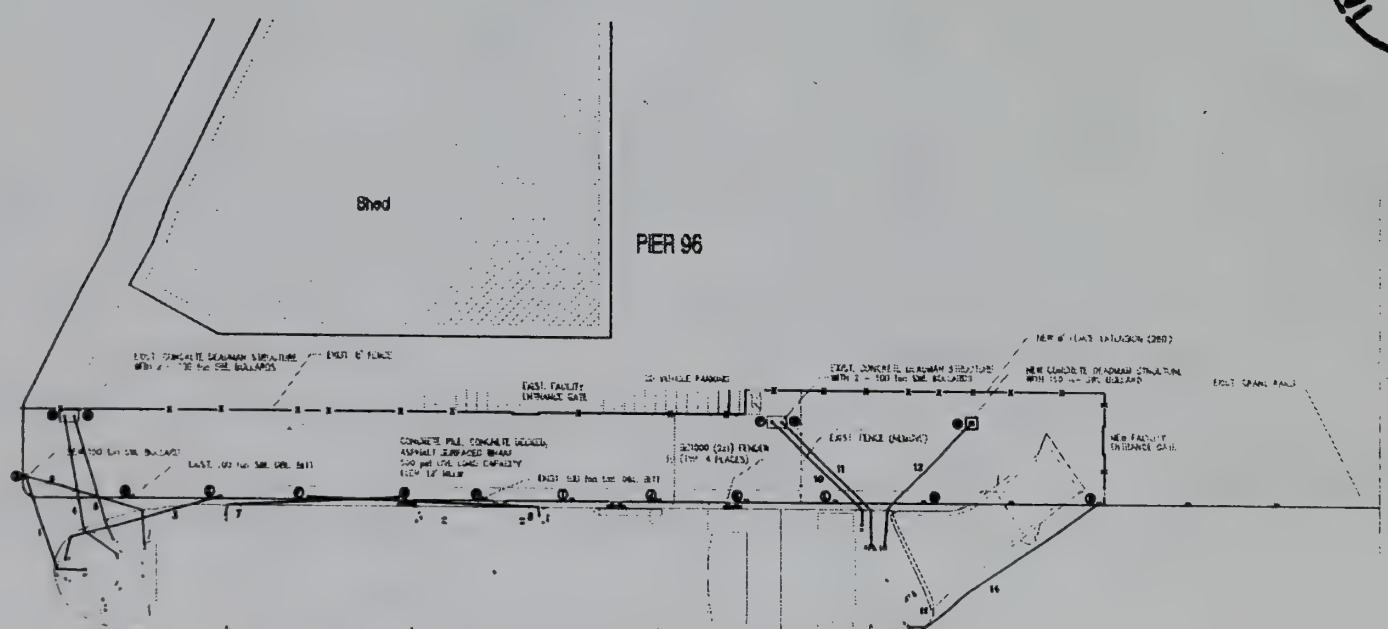



PIER 94/96 KEY PLAN

INITIAL
Port Tenant

CAPE H - MOORING LINE TABLE




Shed
PIER 96
EAST. FACILITY ENTRANCE GATE
CONCRETE PILE CONDUITE DOLPHIN, ASPHALT SURFACED DECK, 500 psf LIVE LOAD CAPACITY
EAST FENCE (MODIFY)
NEW FACILITY ENTRANCE GATE
EXIST CRANE RAILS

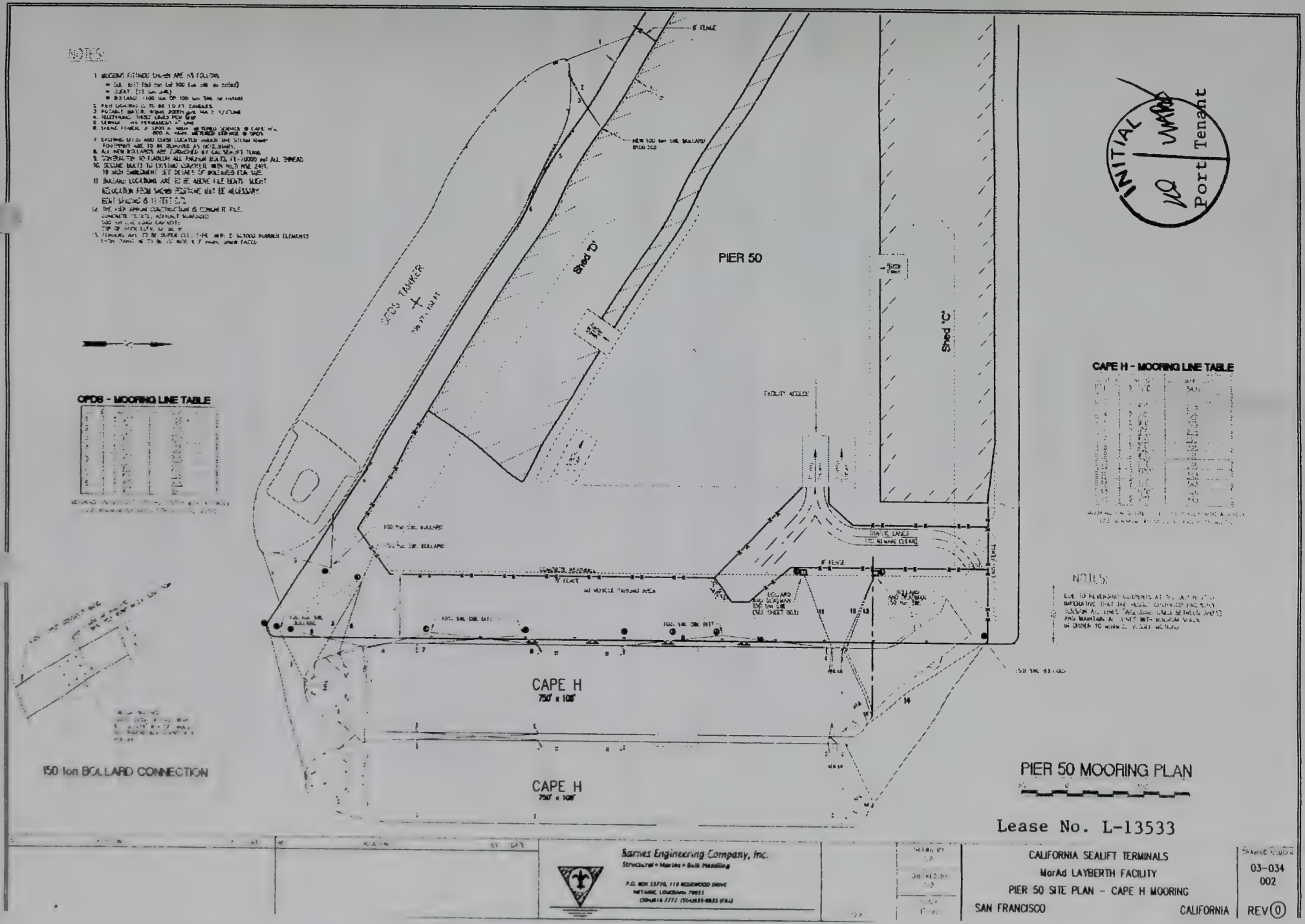
PIER 96 MOORING PLAN

Lease No. L-13533

Barnes Engineering Company, Inc.
Structural • Marine • Bulk Handling

CALIFORNIA SEALIFT TERMINALS
MorAd LAYBERTH FACILITY
PIER 96 SITE PLAN - CAPE H MOORING
SAN FRANCISCO CALIFORNIA

DRAWING NO. 03-034 002
REV 0


NOTES:
PIER 50
Shed "D"
Shed "C"
SPOIL TANKER
CAPE H
750' x 106'
CAPE H
750' x 106'
150 ton BOLLARD CONNECTION
OPD8 - MOORING LINE TABLE
CAPE H - MOORING LINE TABLE
NOTES:
PIER 50 MOORING PLAN
Lease No. L-13533
Barnes Engineering Company, Inc.
CALIFORNIA SEALIFT TERMINALS
MarAd LAYBERTH FACILITY
PIER 50 SITE PLAN - CAPE H MOORING
SAN FRANCISCO
CALIFORNIA
03-034
002
REV 0
INITIAL
Port Tenant

PORT OF SAN FRANCISCO

**MEMORANDUM**

December 6, 2007

**TO:** MEMBERS, PORT COMMISSION
Hon. Ann Lazarus, President
Hon. Kimberly Brandon, Vice President
Hon. Rodney Fong
Hon. Michael Hardeman
Hon. Stephanie Shakofsky

**FROM:** Monique Moyer
Executive Director

**SUBJECT:** Request authorization to enter into a grant agreement with the Bay Area Air Quality Management District, as a co-applicant with Princess Cruises, for $1,900,000 in grant funding for construction of shoreside power at Pier 27.

DIRECTOR'S RECOMMENDATION: APPROVE RESOLUTION

**Background**

On September 27, 2005, the Port of San Francisco's Cruise Terminal Environmental Advisory Committee recommended that shoreside power be adopted for any future cruise terminal development at the Port. After that recommendation, Port staff explored a number of options for funding shoreside power, ultimately finding success with the Bay Area Air Quality Management District's (BAAQMD) Carl Moyer Program. The Port, with Princess Cruises as co-applicant, submitted a Carl Moyer proposal to BAAQMD on December 22, 2006. The grant proposal was approved by BAAQMD Board on April 4, 2007.

Port staff initially anticipated that shoreside power would be installed at Pier 35, but feasibility studies indicated that for physical and operational reasons, Pier 35 would not work. The proposed location was then moved to Pier 27.

The project will consist of the purchase and installation of the infrastructure listed below to provide a dual voltage, 6.6 kV/11 kV system with a design capacity of at least 12.5 MW, similar in design to Princess' newest shoreside power facility in Seattle. Carl Moyer funding will be applied to the purchase of equipment and construction of the on-pier section of the project. The cost of Port staff time required for the project, including permitting and design review, will be borne solely by the Port. Princess will provide the services of its consultant to adapt the Seattle design to Pier 27.

**This Print Covers Calendar Item No. 10C**

Through this grant, Princess will purchase and install equipment to include:

- An electrical service connection and primary breakers for the foot of Pier 29, the location of the existing 12 kV service for Pier 27;
- Electrical conduit and high-voltage cables to be installed in rafters of the terminal and/or below the pier deck, as appropriate, to convey electricity to the step-down transformer system and from the transformer system to the ship;
- Step-down transformer(s) to reduce the 12kV incoming voltage to 6.6 kV and 11 kV, which are used by cruise ships, and associated secondary breakers;
- Additional switching, power conditioning, and power control equipment required to provide power at specifications usable by cruise ships, synchronization capability, and overall control of the system;
- Two on-deck permanent jib cranes that will be used to transfer connection cables from the pier to the ship's power access hatch and to support cables while the system is in use. Two jib cranes will allow ships to berth either bow-in or stern in, as dictated by the configuration of the ship's power access hatch, thereby allowing the maximum number of ships to use the system;
- Cables and cable connectors used to transfer power to the ship, as well as a control cable that will allow shipboard and shoreside equipment to communicate; and
- All labor required to design, install, and test the system.

The Port estimates that the addition of shoreside power will reduce emissions at a cost of $12,825 per ton, well below the threshold figure of $14,300 per ton used by the BAAQMD as the Carl Moyer Program criterion for cost-efficient emissions reduction. For each call of a vessel similar to the Dawn Princess, approximately 1.2 tons of total air emissions will be eliminated.

**Princess Cruises**

While the Port of San Francisco is a partner in this project, Princess Cruises will be the partner that is the sole recipient of actual grant funds; Princess will be reimbursed directly from the granting agency for equipment purchased and work performed pursuant to the grant application. Princess will use its own funding sources to perform the $1.9 million in work, and then will seek reimbursement directly from BAAQMD. Organizing the grant agreement in this way has several advantages to the project:

- The project will be completed by the experts. As the only company in the world that has designed and constructed shoreside power installations for use by cruise ships, Princess has unique experience and expertise in both the landside and shipboard aspects of successfully completing such a project;
- Port design and construction liability is minimized. With the system designed and constructed by Princess, the Port minimizes its liability to Princess relating to design or construction defects potentially causing damage to Princess vessels; and

- The project will be constructed within the time allotted by the grant. Purchase and installation of equipment must be completed by June 30, 2009, a schedule achievable by Princess.

Princess is the only cruise ship company with experience designing and constructing shoreside power facilities, so it is clear the Port would want Princess as a partner even if the Port were the sole grant recipient. Though not handling any monies for this project, the Port necessarily assumes some liability for the partnership, thereby requiring a resolution authorizing the executive director to enter into the grant award contract.

**Limit of Liability**

The grant agreement includes the following indemnification language:

> Indemnification: Grantee shall indemnify and hold harmless the Air District and its officers, employees, agents, representatives, and successors-in-interest against any and all liability, loss, expense, including reasonable attorneys' fees, or claims for injury or damages arising out of the performance by Grantee of this Agreement, and out of the operation of the Project equipment that is the subject of this Agreement by the Grantee or its officers, agents, employees, representatives and successors in interest, but only in proportion to and to the extent such liability, loss, expense, attorneys' fees, or claims for injury or damages are caused by or result from the negligent or intentional acts or omissions of Grantee or its officers, agents, employees, representatives, and successors-in-interest.

**Board of Supervisors Resolution prior to Commission Resolution**

On November 27, 2007, BAAQMD personnel furnished Port staff with a draft contract and made Port staff aware that imminent changes in California Air Resources Board (CARB) regulations could place the $1.9 million in funding in jeopardy. BAAQMD staff stated that the effective date of the regulations vis-à-vis the Port's grant application, (i.e. the date after which shoreside power becomes ineligible for Carl Moyer Program grant funds), was to be December 6, 2007. Per Carl Moyer Program guidelines, Carl Moyer Program funds may not be used for programs mandated by law; rather they are to be used for incentive programs.

In order to protect Port interests, and in light of the likely December 6, 2007 vote on the new regulations, Port staff acted as expeditiously as possible to obtain authorizing legislation from the Board of Supervisors. This action, taken on December 4, 2007, provided BAAQMD with authorizing legislation from a "governing body" allowing the Executive Director to execute the grant agreement before the funding source was lost, if such action became necessary.

The timing of scheduled Port Commission meetings, however, did not allow for staff to bring this resolution to the Port Commission prior to taking a resolution to the Board of Supervisors.

Subsequent to obtaining the resolution from the Board, Port staff and BAAQMD staff agreed upon an approach that both accommodates the new regulations and preserves the Port/Princess team's ability to access the approved Carl Moyer funds for this project. Upon approval of the Port Commission, the Executive Director will execute the grant contract with BAAQMD.

**Port Commission Action**

Port staff seeks Port Commission authorization for the Executive Director to enter into a grant agreement with the Bay Area Air Quality Management District, as a co-applicant with Princess Cruises, for $1,900,000 in grant funding for construction of shoreside power at Pier 27.

Prepared by: Jay Ach, Manager, Regulatory and Environmental Affairs
and
Daley Dunham, Principal Administrative Analyst

**PORT COMMISSION**
**CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 07-88**

WHEREAS, On December 22, 2006, the Port and Princess Cruise Lines, as co-applicants, submitted an application to the Bay Area Air Quality Management District (BAAQMD) for Carl Moyer Program funding to install shoreside power at the Port; and

WHEREAS, On April 4, 2007, BAAQMD approved a Carl Moyer Program grant of $1.9 million to the Port of San Francisco and Princess Cruise Lines, jointly as grantee, to fund this project; and

WHEREAS, On December 4, 2007, the Board of Supervisors approved a resolution authorizing the Executive Director of the Port to enter into a grant agreement with BAAQMD and Princess Cruise Lines for this project; now, therefore, be it

RESOLVED, That the Port Commission hereby authorizes the Executive Director of the Port to enter into a grant agreement with BAAQMD and Princess Cruise Lines for $1.9 million for construction of shoreside power at the Port, and to execute any documents required to enter into that agreement, including any amendments, augmentations or extensions thereof; and be it further

RESOLVED, That the Port Commission hereby authorizes the Executive Director of the Port to enter into any additional agreements with Princess Cruise Lines required to complement or complete the grant agreement; and be it further

RESOLVED, That the Port Commission hereby authorizes the Executive Director of the Port to execute an agreement to hold the granting agency harmless from liability arising out of this project.

***I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of December 11, 2007.***

_____
Secretary

PORT OF SAN FRANCISCO

**MEMORANDUM**

December 4, 2007

**TO:** MEMBERS, PORT COMMISSION
Hon. Ann Lazarus, President
Hon. Kimberly Brandon, Vice President
Hon. Michael Hardeman
Hon. Rodney Fong
Hon. Stephanie Shakofsky

**FROM:** Monique Moyer
Executive Director

**SUBJECT:** Informational briefing on the status of the Pier 70 Master Planning Process

**DIRECTOR'S RECOMMENDATION: NO ACTION REQUIRED**

**Summary**
The Port is conducting a public planning process to produce a Preferred Master Plan for Pier 70, located east of Illinois Street between Mariposa Street and 22nd Street (*see Exhibit A, Pier 70 Master Plan Area*). The objective of the Master Plan is to rehabilitate and adaptively reuse significant historic structures, and integrate new development, shoreline open space and public amenities. The Port has convened a series of public meetings to address the planning and development of the Pier 70 area, and have hired three consultant teams to assist this effort.

Port staff provided the Commission with an update on June 12, 2007 on the work that had been completed to date. Shortly thereafter on July 12th, the Port hosted its first Pier 70 Master Plan Community Workshop to provide an overview of the planning process and to present the background analysis completed to date. The Port held its second community workshop on November 7, 2007 and reviewed and received comments on a Master Plan Development Framework Concept. The following provides an overview of the results of those workshops and the consultant and staff work completed to date.

**Overview**
On July 12, 2007, approximately 80 people attended the Port's first community workshop for the Pier 70 Master Plan. Attendees represented the City's diverse stakeholders, including other City agency staff, Port tenants, community members, historic preservationists, open space and environmental advocates, developers, and various design professionals. That workshop provided an orientation to help frame the Pier 70 Master Planning effort. A Port staff report and presentation entitled, *Pier 70 Planning Overview and Orientation* was prepared for the

**This Print Covers Calendar Item No. 11A**

workshop, which presented the analysis and information used to established the foundation for the planning effort and included: a) a description of the site setting and history; b) an overview of the current site uses; c) regulatory considerations; d) Pier 70 capital needs; e) recent Planning efforts; f) the current planning process, scope and schedule; g) historic analysis conducted to date including resource evaluations and ratings; h) environmental investigations conducted to date; and i) current economic and market conditions in the Pier 70 area.

Between the July and October workshop, the Port conducted additional outreach to a variety of groups to receive input on the direction of the Master Planning effort. This included presentations to the Potrero Boosters, the Mission Bay Citizens Advisory Committee, San Francisco Planning Urban Research (SPUR) and the Central Waterfront Advisory Group (CWAG). At the October CWAG meeting, Port staff and *Carey and Company*, presented the planning background and discussed the Historic preservation issues that are a critical component of the Master Planning effort.

In response to the information presented, the Port received many public comments. These comments have been collected and organized into key topics and questions, which are presented in Appendix A, *Workshop 1 Comments and Notes.*

Since the July workshop, Port staff and the consultant teams engaged in the task of integrating the planning, design, historic preservation, environmental and economic development information developed for Pier 70 and the public comments received to date, to produce a preliminary Development Framework Concept for Pier 70. The Development Framework Concept was the focus of the second workshop on November 7, 2007. This following provides context information for the Development Framework Concept.

**Pier 70 Development Framework Concept**

The Port has developed a preliminary Development Framework Concept for Pier 70 (Development Framework) for public review and discussion. The Development Framework attempts to balance and optimize the competing goals which have been established for the Pier 70 Master Plan. That is, to preserve as much of Pier 70's history and character, but in a context that responds to 21st century needs, to clean up and create new shoreline public open space, and recognize the essential requirement for substantial private economic investment and development. Moreover, the physical design and layout of this master plan also must meld between the operational needs of the ship repair industry, which continues its 150 year run at Pier 70, and the vitality of the Mission Bay, Dogpatch, and Potrero Hill neighborhoods. It also must incorporate green building construction practices and site design that meet the highest standards of sustainability.

To do this requires delicate balancing. The Development Framework that has been produced by the Port and its consultant teams is an earnest response to giving due respect and consideration to each of the planning objectives for Pier 70. *Figure 1,* presents the Development Framework for Pier 70, which illustrates how the historic preservation priorities, new public open space, ship repair industry needs and economic development locations may be arranged on the site, and the relationship of this plan to surrounding neighborhoods. It may bump up against conventional methods or tenets held by various stakeholders. The November 7th public workshop was the first opportunity for members of the public to review, comment and debate the merits of the Development Framework.

*Figure 1, Development Framework Concept*

**Very Significant Resource**

**Significant Resource**

**Contributing Resource**

**Open Space**

**Ship Repair**

**Contributing Building Removed**

**3 FAR**

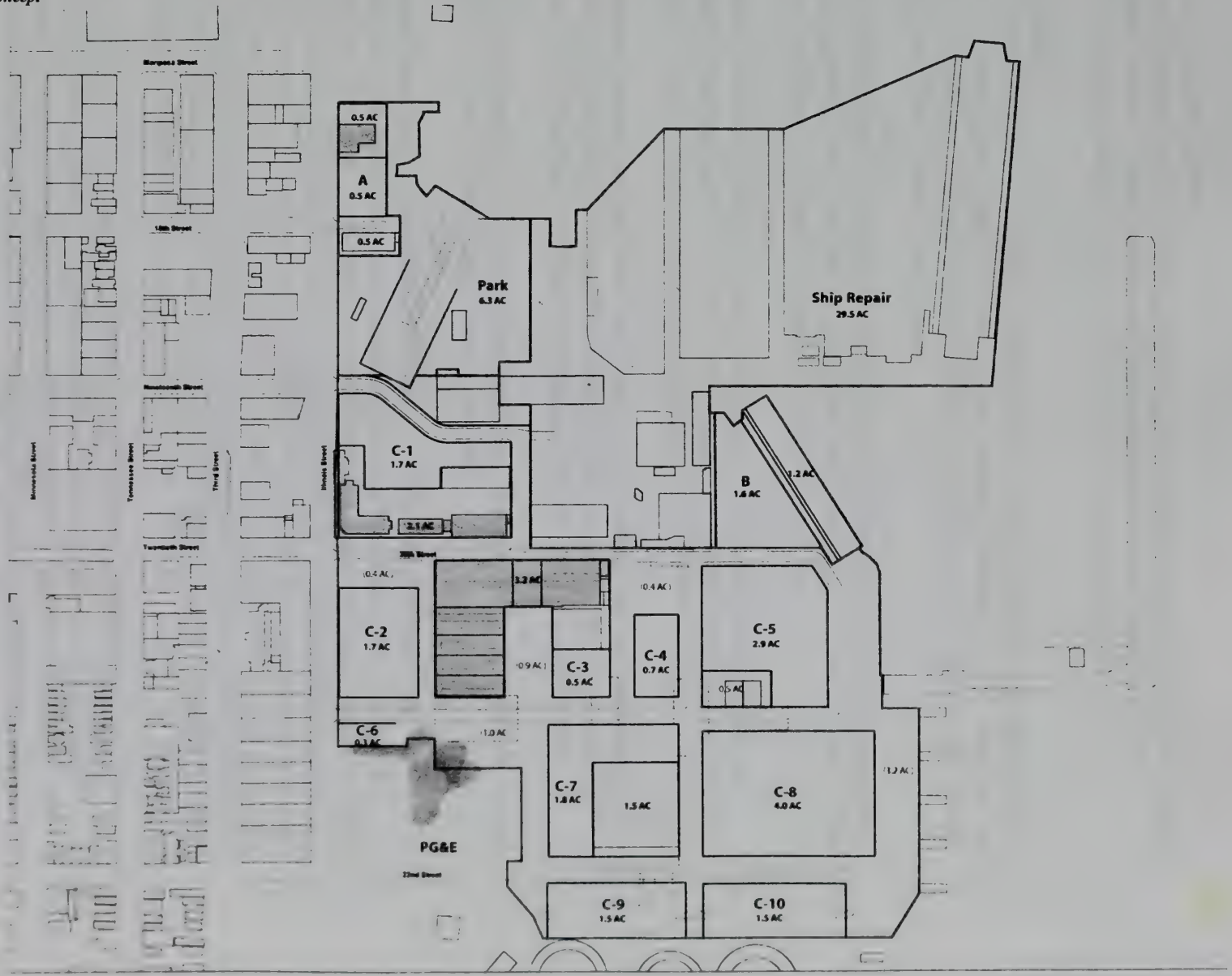
| BLOCK | AREA | DEVELOPMENT AREA *1 3 FAR |
|---|---|---|
| | ac | sf |
| A | 0.5 | 70,567 |
| B | 1.6 | 207,781 |
| C-1 | 1.7 | 215,622 |
| C-2 | 1.7 | 216,929 |
| C-3 | 0.5 | 66,647 |
| C-4 | 0.7 | 88,862 |
| C-5 | 2.9 | 373,745 |
| C-6 | 0.3 | 32,670 |
| C-7 | 1.8 | 229,997 |
| C-8 | 4.0 | 526,640 |
| C-9 | 1.5 | 189,486 |
| C-10 | 1.5 | 193,406 |
| TOTAL | 18.5 | 2,412,353 *2 |

**5 FAR**

| BLOCK | AREA | DEVELOPMENT AREA *1 5 FAR |
|---|---|---|
| | ac | sf |
| A | 0.5 | 117,612 |
| B | 1.6 | 346,302 |
| C-1 | 1.7 | 359,370 |
| C-2 | 1.7 | 361,548 |
| C-3 | 0.5 | 111,078 |
| C-4 | 0.7 | 148,104 |
| C-5 | 2.9 | 622,908 |
| C-6 | 0.3 | 54,450 |
| C-7 | 1.8 | 383,328 |
| C-8 | 4.0 | 877,734 |
| C-9 | 1.5 | 315,810 |
| C-10 | 1.5 | 322,344 |
| TOTAL | 18.5 | 4,820,588 *2 |

*1) FAR include parking floor area. FAR can be transferred between sites within height limits.

*2) This development area is in addition to the development provided for in historic buildings.



***Development Framework Criteria***

In producing the Development Framework, the Port and consultant team needed to define certain criteria and ground rules so that the public could understand how the different planning considerations were accounted for. These topics and criteria are presented below.

Historic Preservation

Carey and Company evaluated the historic buildings at Pier 70 based on field investigation and extensive historic research (*see Exhibit B, Draft Historic Resource Rating*). This work provides an essential understanding of the historic value of the resources to drive the Master Plan. Each resource is rated under the following categories:

- **Very Significant Resources** are the most significant historically and/or architecturally. These are generally the oldest buildings or those designed by prominent architects. These structures could be individually eligible to the National Register.

- **Significant Resources** are those that are historically or architecturally significant individually, but may not be individually eligible to the National Register. The loss of these contributing resources could impact eligibility of a Historic District.

- **Contributing Resources** date from the period of significance, and are important cumulatively to the district. The loss of several of these contributing resources would have a negative impact on the historic setting and integrity of a Historic District.

- **Non-Contributing** Resources that do not contribute to the District are not essential to the eligibility of a Historic District and may be removed.

The Development Framework places the highest priority on the preservation of the Very Significant and Significant resources, and saves most Contributing resources. Carey and Company collaborated with the Port, consultant colleagues and community members to develop the criteria below based on the following criteria: a) historic value of resource; b) physical condition; c) environmental contamination; d) economic reuse feasibility; e) competing Master Plan goals; and f) provision for utilities, including vehicular access and infrastructure necessary to support the Master Plan development program. Furthermore, this work produced criteria that lay groundwork for considering how to assess tradeoffs between preservation and other master plan public objectives, which are presented in the table below.

The Port's standard is to require compliance with Secretary of Interior's Standards for rehabilitation. Preservation of Very Significant Historic Resources and most other Historic resources surveyed by Carey & Company will be held to this set of standards. However, for some significant and contributory resources, it is recognized that there may be circumstances where resource retention may be possible, but not to the high level of the Secretary Standards. In cases where structural conditions, environmental contamination or other conditions preclude compliance with Secretary Standards, but where alterations allow some or all of the resources to be retained, the Port is open to this option. This option would only be considered to improve the viability of the plan and if it does not cumulatively impact the potential eligibility for a National Register Historic District designation for Pier 70. In addition to these preservation criteria, the Port will develop preliminary design criteria considerations for new development as it relates to the existing facilities.

*Preservation Priorities and Adaptive Development Criteria*

| **Resource Rating:** | **Criteria** |
|---|---|
| Very Significant Resource | • All Very Significant Resources must be preserved |
| Significant Resources | High Preservation Priority; however consideration may be given for removal or alteration to following conditions:<br>• If infeasible to keep due to structural condition or environmental contamination issues;<br>• Determination must be made that loss of individual resource would not cumulatively affect eligibility of the historic district or the integrity of an individual resource<br>• Buildings may be preserved, but rehabilitation not required to meet the Secretary Standards, if deemed infeasible and would not cumulatively affect eligibility of the historic district |
| Contributing Resource | Preservation Priority; however consideration may be given for the following conditions:<br>• Structural rehabilitation or environmental remediation would result in the loss of integrity;<br>• Preservation conflicts with overall Master Plan goals:<br>- environmental remediation<br>- open space or public access<br>- economic need for additional development area<br>• Required to support ongoing historic use of ship repair<br>• Retention conflicts with site infrastructure needs<br>- site access<br>- site utilities<br>• Determination must be made that loss of individual resource would not cumulatively affect eligibility of the historic district<br>• Buildings may be preserved, but rehabilitation would not be required to meet the Secretary Standards, if deemed infeasible and would not cumulatively affect eligibility of the historic district |
| Non-Contributing Resource | • Preserve if practical<br>• New Development design criteria should acknowledge the value of the resource or feature to the setting and eligibility of the historic district |

Site Planning and Urban Design Criteria

In producing the Development Framework, several planning and urban design considerations were taken into account. Many of the design considerations were developed from work previously conducted including the Waterfront Land Use Plan, Design and Access Element, the City's Planning Department's Central Waterfront Plan, the EDAW Summer Internship program and previous Port and Community planning efforts. The planning and design considerations are grouped into several categories including historic preservation; open space; site access, circulation and views; massing and density; and adjacent uses.

- Historic Preservation
  - Preserve as many resources as possible with priority on Very Significant and Significant Resources
  - Recognize historic circulation patterns and "open areas"

- Open Space
  - Provide a signature open space proximate to Slipway # 4 known as Crane Cove Park

- Provide shoreline open space
- Preserve remnant of Irish Hill
- Provide connections between open spaces, recognizing the Bluegreenway/Bay trail

- Site Access
  - Provide new vehicular and pedestrian circulation to serve entire site where necessary and desirable:
    - provides public access to the site
    - services ship yard operations
    - required to create value to support Pier 70 development
    - eases impact on 20th Street and allows this historic block to become "pedestrian-oriented Main Street"
  - Continuation of street grid pattern is consistent City pattern – organic or curvilinear pattern is not consistent with industrial patterns and precludes overarching goals for Pier 70 area
  - Alternative alignments were analyzed for proposed 21st Street – other alternatives
    - Impact Irish Hill
    - Impact other Historic Building Resources
    - Impact Historic Slipway connection to water
  - Streets would not be designed as typical "greened" streets and should reflect historical industrial character of site
  - Streets provide view corridors through the site
  - Streets provide corridors for new or rehabilitated utilities required to support site development

- Massing and Density
  - Recognize significant architectural and historic resources by setting new development back from them and through the use of open space and roadways
  - Recognize the historic density that once occupied the site (1945 build out)
  - Recognize the existing building heights and of structures immediately adjacent to the site
  - Recognize the need to generate revenue to provide for historic preservation, open space and site remediation
  - Recognize the grade/elevation difference between Illinois Street and Bay's edge

- Adjacent Uses
  - Recognize continued ship repair operations
  - Recognize future of Potrero power plant site and need for connection
  - Identify/recognize and provide for parking for existing and future uses

Market Assessment

The Port and its consultants presented a complete review of the real estate market assessment at the July Community Workshop that is summarized below and that identified land uses that have strong potential to respond to Pier 70 planning objectives.

Pier 70's adjacency to the rapidly developing Mission Bay, the site's large size, its waterfront location and its unique industrial character present significant opportunities for development.

These attributes make Pier 70 a logical opportunity site for uses directly related to Mission Bay including support and ancillary uses to the new UCSF Campus and Hospitals and the biotech industries locating there. In addition, the site is likely able to capture some of the other market opportunities as identified in the City's Draft Economic Development Plan, including digital media, green, nano and other new technologies. Other uses that may be appropriate for some of the rehabilitated historic structures include institutional uses, museum and exhibition space, recreational and entertainment, production distribution and repair and water related uses that may be ancillary to the open spaces.

Economic and Financial Feasibility

In order to begin to understand the financial feasibility issues necessary to ultimately implement a Pier 70 Master Plan, general assumptions need to be considered in developing a preliminary financial model. The Port and its consultant teams developed and refined cost estimates based upon a variety of sources and developed massing and density scenarios using other planning areas as comparable models. This initial analysis enabled the Port to define the Development Framework, which can be tested with different development density assumptions to produce order-of-magnitude financial estimates to evaluate master plan financial feasibility. As the Pier 70 Master Plan process moves forward, cost estimates and financial analysis will continue to be refined. The following is an overview of the work completed to date.

*Estimated Cost*

Initial capital cost estimates for the Development Framework were derived from a number of sources. The estimates include costs for industrial building preservation, demolition, roadways/infrastructure, and planned open spaces. Capital costs for piers and buildings within the BAE leasehold were not included (with the exception of Building 111). Building rehabilitation costs are based on the Port's 2006 Capital Plan, adjusted for inflation. Demolition costs, estimated at $25 per building square feet, include removal of asbestos/lead paint. Open space costs are estimated at $2.25 million per acre, based on a recent Port of Oakland waterfront park project that includes both hardscape and softscape, site work and remediation. Infrastructure system cost estimates are based on recent cost for Mission Bay infrastructure work. Parking construction cost estimates assume structured parking and reflects the net cost after taking into account parking revenue. In addition to the line item costs, the pro-forma model adds soft costs including contingency, planning and entitlement costs, and project management. *Table 1, Development Scenario Proforma,* summarizes the costs for two levels of development intensity.

*Financial Assessment*

In order to assess the financial (or development) feasibility of the Pier 70 project, Economic Planning Systems (EPS) has developed a pro forma analysis of all the costs needed to ready the Pier 70 area for development compared against expected revenues and financing sources available to fund the project. This "static" look at sources and uses of capital is a quick way to assess the development feasibility of a project.

In this first round of analysis, historic buildings are assumed to undergo basic repairs to make them readily leasable for light industrial uses. The costs associated with rehabilitation to allow upgraded, more intensive uses (e.g. office, commercial activities) in the historic buildings have not yet been developed. However, estimates of ground lease revenue for development in new construction are included in the financial model. These values have been adjusted to incorporate

assumptions that land-based public financing, which the Port is investigating for Pier 70, will be needed to facilitate the construction of infrastructure improvements in early phases, as necessary to secure or attract private investment in the redevelopment of Pier 70.

There are several sources of funding for Pier 70 beyond private investment that could contribute to the project. These include park General Obligation Bonds for Crane Cove Park, historic tax credits for historic rehabilitation, land-based financing such as Mello Roos bonds, and Port Infrastructure Financing District (IFD) bonds. These financing sources have the potential to direct over $300 million of public dollars to the Pier 70 Area. Some such as the G.O. bonds and historic tax credits support specific public benefits and others allow property taxes and special taxes to be directed to Pier 70 and allow early bond proceeds to provide for early expenditures (before revenue values are realized).

Port staff and its consultant teams initially looked at Mission Bay as a possible reference point for development densities at Pier 70. The financial feasibility analyses were conducted under two development density scenarios, as measured by Floor Area Ratio[1] (FAR): 1) an average net FAR of 3.0, which would allow about 1.56 million square feet of new development; and 2) an average net FAR of 5.0, which would allow about 2.7 million square feet. Both scenarios exclude land area required for roadways, open space and the Pier 70's ship repair operations. The 3.0 FAR scenario financial model analysis resulted in a net deficit of approximately $50 million at full build-out. The 5.0 FAR scenario yielded net revenue estimated at $135 million at full build-out. However, while it appears that the 5.0 FAR scenario represents a feasible project, the Net Present Value (representing a developer's view of the risk-adjusted benefits of the project) shows a $37 million deficit. This indicates that expected revenues would significantly lag behind the timing of capital expenditures and that the Port or a master developer will need to put a significant amount of capital at risk to get development started. This development or risk-adjusted return analysis will be fine tuned as more is learned about a specific preferred development scenario and related capital costs.

For both the 3.0 FAR and the 5.0 FAR scenarios, it is assumed that the maximum height of any new structure would be 85 feet. If the overall Development Framework is determined to be an acceptable approach, additional height and massing scenarios will need to be analyzed to reflect the various competing Master Plan goals.

This Development Framework is intended to balance Pier 70's various and often competing goals. Some of the elements of the concept will require further analysis including the impacts to a potential Historic District, refinement of the cost estimating and financial proformas, the need for additional design criteria for new development and if it is consistent with the ongoing ship repair operations. To support the additional economic, site planning and urban design analysis, Port staff will need to seek an amendment to the consultant contract with Economic Planning Systems (EPS) which team includes ROMA Design Group. Port staff intends to bring this request to the Port Commission in January 2008.

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[1] Floor Area Ratio is a land use planning tool that describes the density of development on a given site. It is measured by the floor area of a building in relation to the site size. The Floor Area Ratio is the total building square footage (building area) divided by the site size square footage (site area).

***Community Comments on Development Framework Concept***

In response to the information presented, the Port received a variety of public comments. These comments have been collected and are organized into key topics and questions, including:

*Historic Preservation*

- Preservation criteria for existing historic resources needs further definition to describe the conditions under which major alterations or removal may be considered
- Criteria must be developed for new infill development
- New Construction should recognize non-contributing resources

*Open Space*

- Provide more green space along Illinois Street
- Recognize the importance of Irish Hill and its value in the Pier 70 open space network
- Activate open spaces with commercial, cultural and entertainment uses

*Site Access*

- Need to further analyze parking needs; is 1.4 spaces per 1000 square feet appropriate?
- Recognize historic rail corridors in the site planning and layout of new development sites
- Could Third Street Light Rail be brought onto site (F, E Line terminus)?
- Would other transit options be appropriate (shuttle buses)?
- Is continuation of the street grid appropriate?
- On-street parking should be minimized or eliminated as you get closer to the Bay

*Land Use*

- Is there enough market for biotech/knowledge uses for Pier 70 area?
- Need to identify uses that activate Pier 70 during periods outside of the standard 9 am -5 pm business day, such as institutional, commercial, retail and entertainment uses
- Are residential uses appropriate? Under what site conditions?
- Cultural uses should be encouraged
- Dry-dock operations must be maintained; site planning and operations for other new uses must be managed to avoid conflicts
- Consider future use of Mirant Power Plant site

*Density and Massing*

- Need to make certain that new development is sensitive to historic setting of Pier 70
- Investigate higher densities to allow maximum open space development
- Establish design guidelines that allow a maximum density, but requires varying heights
- Heights above 85 feet may be appropriate and desired to help reach overall Pier 70 goals

*Other Issues*

- How is sustainability considered in the concept?

**Next Steps**

Based upon the input received at the November 7th workshop, Port Commission meetings and other community outreach sessions, the Port will begin to develop a draft preferred Master Plan. Additional outreach will include presentations to the San Francisco Planning Commission and Landmarks Preservation Advisory Board, and civic and community organizations such as San Francisco Tomorrow, Potrero Boosters, Dogpatch Neighborhood Association, and SPUR. The Port will continue to work with the CWAG to host meetings on Master Plan focus topics. In October the CWAG held a meeting focused on Historic Preservation issues. The next CWAG meeting will be on December 18th to focus on Open Space and Environmental contamination issues. In the CWAG's January 2008 meeting, the Port is tentatively planning to address coordination issues for the facility planning now beginning for the ship yard by BAE Systems.

The Port will continue through the Master Planning Process to provide updates and seek input from its Maritime Commerce Advisory Committee.

Port staff is now working to develop a preliminary proposal for the Pier 70 Master Plan, and is targeting the next community workshop for February or March 2008. Port staff hopes to produce a Preferred Master Plan for Pier 70 in early Summer 2008. The timeframe for this work relies in part on the Port's ability to seek Port Commission approval of an amendment of the economic and planning consultant contract with EPS.

In January, staff will be requesting that the Port Commission allow staff to increase the budget and expand the scope for Economic Planning Systems (EPS) for the Pier 70 Master Plan effort. This expanded scope and budget is primarily due to the Port receiving a grant from the California Cultural Historic Endowment for further analysis in the Pier 70 area.

Submitted by: David Beaupre, Senior Waterfront Planner
Mark Paez, Historic Preservation Planner
Kathleen Diohep, Development Project Manager

*Table 1 – Development Scenarios Proforma*

| | 5.0 FAR Scenario | 3.0 FAR Scenario |
|---|---|---|
| **Capital Costs** | | |
| Demolition | $4M | $4M |
| Remediation | $30M | $30M |
| Rehabilitation | $176M | $176M |
| Infrastructure | $46M | $40M |
| Structured Parking | $47M | $35M |
| Park Space and Open | $27M | $27M |
| Piers/Wharfs | $56M | $56M |
| Planning & Entitlement | $19M | $18M |
| Project Management | $15M | $15M |
| Contingency | $77M | $74M |
| **Total Costs** | **$497M** | **$475M** |
| | | |
| **Revenues** | | |
| Existing Buildings | $111M | $111M |
| Ground Lease | $292M | $168M |
| (less financing) | ($83M) | ($51M) |
| **Total Revenues** | **$320M** | **$228M** |
| | | |
| **Public Financing** | | |
| Parks G.O. Bond | $10M | $10M |
| Historic Tax Credits | $35M | $35M |
| Land-based Financing Bonds | $129M | $75M |
| IFD Bonds & Funds | $138M | $77M |
| **Total Public Financing** | **$312M** | **$197M** |
| | | |
| **Net Revenue** | **$136M** | **($50M)** |
| | | |
| **NPV** (risk adjusted – 15% return) | **($37M)** | **($75M)** |

Terry Francois Blvd
20th Street
Illinois Street
22nd Street
Exhibit A -
Pier 70 Master Plan
Area
Pier 70 Master Plan, Port of San Francisco

*Exhibit B. Draft Historic Resource Rating*




**APPENDIX A**

## WORKSHOP 1
## COMMENTS AND NOTES

The following questions and responses are those recorded from the first Pier 70 Community Workshop and subsequent public meetings held for the Pier 70 Master Planning effort.

**1. Will the entire Pier 70 site be in a historic district?**
The entire 65 acre Pier 70 property was determined to be an eligible historic district in 2001 by the City Planning Department and the State Office of Historic Preservation. In addition, the Port has stated that one of the goals for the site is to nominate all or some portion of Pier 70 to the National Register of Historic Places as an historic district. The Port's goal is to integrate historic preservation into the proposed Master Plan and to balance historic preservation with the other development goals for the site. The size and boundaries of a proposed Pier 70 Historic District will be determined by the Master Plan process, Carey and Company's historic research and documentation, and the National Register registration requirements. The Port will also address the timing of any historic registration as part of the Master Plan, but does not anticipate listing the historic district on the National Register in advance of a development proposal for all or a portion of the site. The site's eligibility as an historic district would continue to be an important part of the Port's leasing, development and permitting activity until such time that an historic district is listed on the National Register and the eligibility would still apply to any portion of the site that is outside the registered historic district.

**2. How does/would historic district designation impact future development?**
The designation of an historic district would provide access to federal rehabilitation tax credits (and other historic preservation incentives) for rehabilitation of contributing resources. Designation of the area as an historic district does not require retention or rehabilitation of existing contributing resources. However, because the area is already eligible for listing on the National Register, demolition, alteration, rehabilitation and new in-fill development projects that do not meet the Secretary of the Interior's Standards would require more extensive environmental review under the California Environmental Quality Act (CEQA). Therefore, listing the property on the National Register would have no additional impact or be a constraint on future development. The Port's Master Plan process will include the development of criteria and guidelines that would establish priorities for resource retention and rehabilitation, and provide guidance to rehabilitation and new in-fill development to assist project sponsors to understand acceptable approaches to the treatment of these industrial resources that would meet the Secretary Standards.

**3. How is Historic Integrity defined?**
In order for historic resources to be considered eligible for formal historic designation they must possess historic integrity as defined by the National Park Service. Integrity is defined as the ability of a resource to convey its historic significance and appearance from the period of significance. The National Park Service has established criteria against which resources are evaluated by a qualified historic preservation expert to determine whether they possess integrity. In order for a resource to possess integrity it must meet most or all of the following criteria: 1) Location; 2) Setting; 3) Design; 4) Materials 5) Workmanship; 6) Association; and 7) Feeling.

**4. Why isn't the Port mothballing the historic buildings now?**
The Port has secured Buildings 101, 102, 104 and 113/114 which are all Very-Significant historic resources by installation of fencing and security alarms. However, the Port does not have the capital funding to support the extensive roof repairs and seismic upgrades required to stabilize and "mothball" these resources. Because of the severe and rapid rate of deterioration these structures are a risk of losing their historic integrity. One of the goals of the Master Plan is to prioritize and accelerate the "mothballing" and/or rehabilitation of these Very Significant structures before they lose their historic integrity due to severe deterioration.

**5. How will this effort expand on the building identification and documentation?**
Carey and Company is tasked with research, analysis and documentation of Pier 70 historic resources individually, and as an historic district, and to inform the Master Plan and allow the Port and its development partners to nominate these resources to the National Register of Historic Places, utilize federal rehabilitation tax credits and other preservation incentives to help support the historic rehabilitation of the site and its resources. The documentation consists of the following three components: an assessment of the historic integrity of each resource and the district, a description of the resources and district and a significance/historic context statement to justify the historic significance of the property.

**<u>Environmental Analysis (for the Pier 64 and Slipway # 4 Shoreline Area)</u>**
**1. Was the Bay water tested in the Cove Area?**
Bay water was not tested because the significant tidal action would not provide the Port with relevant data; however, we did test the groundwater beneath the shoreline. Groundwater discharge to the bay would be one of the primary means through which contaminants would migrate to bay water. The analysis indicated that contaminants in groundwater were detected at concentrations below levels that would pose a water quality concern.

**2. Did the tests preclude direct human exposure?**
The soil and sediment within the shoreline that the Port investigated contain contaminants at concentrations exceeding risk-based screening levels for protection of human health. The screening levels are conservative, and assume that site users would have extensive direct contact with soil or sediment over a long period of time. A more detailed human health-risk assessment might conclude that direct exposure to soil and sediment under certain conditions do not pose a significant risk. In order to preclude exposure to contaminants of concern, any open space design will include some form of cover over existing soil to prevent direct exposure, possibly including imported soil and vegetation to eliminate the potential for direct exposure.

**3. What are the Port's mitigation options?**
The environmental investigation did not find conditions that warrant active remediation, but does indicate the presence of contaminants that should be managed in the context of redevelopment.

**4. When will the Port investigate the remaining portions of the site?**
The results of our investigation are consistent with those of previous investigations conducted within the northeastern shoreline. The Port is undertaking a compilation of data from previous environmental investigations throughout the rest of the Pier 70 site to evaluate conditions site-wide and to identify significant data gaps. As funding becomes available, the Port will continue environmental investigations for the entire Pier 70 area.

**Economic & Master Planning**

**1. Why is the Shipyard Operation going to continue, is it an appropriate use?**

The shipyard use is one of the defining elements of Pier 70 and is a critical component of the Pier 70 Master Plan. A major goal of the Pier 70 Master Plan is to preserve historic resources and a component of the historic resource preservation is the continued operation of the ship repair facility that helped established Pier 70 area as a historic resource. The ship repair business also supports the Port's mission and is a public trust consistent use, in that it is a maritime business dependent on the water. In addition to being a maritime use, it provides for hundreds and sometimes thousands of high paying blue collar jobs and also serves to support other important Port maritime uses including the cruise ship business.

**2. Will Residential uses be considered on the site?**

In general, residential uses are not permitted on Port lands because it is not an allowed use under the State Lands Public Trust Doctrine. While it is recognized that a component of the Master Plan will be for a resolution to the State Lands issue on Pier 70 through a potential internal "land swap", the Port does not anticipate the actual sale of land as a component of the Master Plan. While residential uses have not been ruled out of consideration, it is important to recognize the adjacent land uses of the site and the proximity to the ship repair operations and whether residential uses are appropriate within the Pier 70 area.

**Other Issues**

**1. Will the Port complete the Pier 70 Master Plan process through the CEQA process?**

The Pier 70 Preferred Master Plan is being developed as a development framework that will allow for maximum flexibility for preservation and new development and will define critical criteria that are generally agreed upon by the community and advocates. Because the plan will offer flexibility, it is not likely to undergo an environmental review process, until which time a development team has been selected to implement the plan.

PORT OF SAN FRANCISCO

**MEMORANDUM**

December 6, 2007

**TO:** MEMBERS, PORT COMMISSION
Hon. Ann Lazarus, President
Hon. Kimberly Brandon, Vice President
Hon. Michael Hardeman
Hon. Rodney Fong
Hon. Stephanie Shakofsky

**FROM:** Monique Moyer
Executive Director

**SUBJECT:** Informational presentation of surveys and analysis to address transportation and parking needs associated with development of Seawall Lot 337, and Request approval to authorize Executive Director to appoint SWL 337 advisory panel

**DIRECTOR'S RECOMMENDATION: APPROVE RESOLUTION**

**Overview**

On October 23, 2007, the Port Commission approved the issuance of a Request for Qualifications (RFQ) from developers and development concept submittals for Seawall Lot 337 (SWL 337). The RFQ is the first of a two-phase development solicitation process that follows a public planning process, which is discussed in detail in two memoranda to the Port Commission, dated October 4 and 17, 2007. Both memoranda are incorporated by reference.

SWL 337 is under a 10 year lease until 2009 for parking lot use with the China Basin Ballpark Company to serve Giants ballgames and events at AT&T Ballpark. There has been substantial debate about how to plan for and effectively manage long-term transportation and parking demand of the Ballpark and new development at SWL 337, in the context of the City's Transit First policy, public transportation improvements, and other new development built or planned in Mission Bay.

To inform this discussion, the Port and San Francisco Giants each have sponsored survey studies to provide current data regarding area parking demand and supply, and transportation patterns and choices of Giants fans. Both sets of studies are included as Exhibits to this staff report and summarized in this memorandum, and have been posted on the Port's website, www.sfport.com/swl337.

**This Print Covers Calendar Item No. 11B**

In authorizing the SWL 337 RFQ, the Port Commission also directed the Executive Director to assemble an Advisory Panel to the Port Commission to review proposals and make recommendations. Port staff seeks Commission authorization to authorize the Executive Director flexibility to include urban design expertise on the panel, and vary the number of panel members, if necessary.

**San Francisco Giants Transportation Survey, August 30, 2007**

During the pre-RFQ process, Port staff worked with City agency staff to prepare information and analysis for the SWL 337 community planning workshops and meetings. As part of that effort, the Port, Municipal Transportation Agency (MTA) and San Francisco Giants coordinated the preparation of a questionnaire for Giants ticket buyers to collect information regarding their current transportation choices and habits. The San Francisco Giants Transportation Survey is included in Exhibits A-1 (Survey Results Summary) and A-2 (Giants Fans Comments)

The survey was administered on six different game dates, between July 26 and August 12, 2007, for weekday and weekend games, which occurred during afternoons and evenings. A total of 2,000 surveys were distributed. One thousand five hundred (1,500) were sent by email to randomly-selected patrons of these games, and 500 were distributed at the ballpark's four public gates. Approximately 1,300 total fans filled out the survey.

The survey questions are presented in Exhibit A-1, and asked respondents to provide information such as transportation point of origin, arrival time, mode choice, games attended per season, and sensitivity to changes in parking supply and cost. The e-mail surveys also invited ballgame customers to send their comments, which they did in large number. The Giants survey report, including all fan comments are posted on the Port's website.

*Summary Results*

Overall, the survey indicates that 53% of the respondents arrived at the game by car or chartered bus, and the remaining took public transportation (41%), and walk/bike or other modes (7%). The majority of fans began their trip from home. On weekdays, between 21% and 26% left work or other non-home origins to get to the game; on weekend afternoons, virtually all respondents came from home.

Over the six survey days, an overall 25% of respondents drove to ballgames and parked at SWL 337. The breakdown by individual game survey day was: 40% on July 26th 4:05 pm weekday game ; 32% on August 8th 7:15 pm weekday game; 30% on August 10th 7:15 pm weekend game; 28% on August 9 12:35 pm weekday game; 20% on August 11th 12:55 pm weekend game; and 26% on August 12th 12:05 pm weekend game. Aggregate data from all six games indicates that 28% parked on-street, and 41% parked at other facilities. There were about 2.5 people per vehicle (range of 2.47 to 2.67). On all surveyed days, fans arrived at AT&T Park less than one hour before the game (35 to 46 minutes prior).

For those fans that did not drive, the overall use of public transit and other modes across all six games surveyed was: BART 21%; Muni 11%; Caltrain 21%, Ferry 10%; Bus/Taxi/Walk/Bike 38%. This is noteworthy, because 82% of all respondents over all six game days surveyed indicated that they rarely take public transit.

A review of the comments from Giants customers reflects a full range of attitudes towards the multiple modes of transportation available to access AT&T Park. Many fully embrace public transit, walking, bicycling, while many currently see driving as the only viable mode of choice. There are many complaints about the current high cost of parking, which average about $30 in facilities closest to the ballpark. Other comments call out traffic congestion overall and egress to and from SWL 337 parking as problems. These conditions motivate some to seek out free on-street parking, and/or walk longer distances.

The survey included questions asking how respondents would react to parking supply reductions or price increases. For drivers, if parking "were to be become more difficult" (e.g. parking is harder to find), 43% of the respondents overall indicated they would attend fewer games; and 56% would seek out transit, keep driving, carpool, walk or ride a bike. If parking became more expensive, 53% of the drivers responded that they would see fewer games, and the remainder would take other modes or keep driving and pay the higher fee.

Fans offered many suggestions to help make public transit options more attractive, manage traffic congestion more effectively, and motivate increased access by bicycle and motorcycles (which occupy less space in the parking lot than cars). This information is being studied further by MTA and Port staff to evaluate whether they could improve transportation and parking management conditions.

**Wilbur Smith Parking Supply and Demand Study, December 2007**

Wilbur Smith Associates was hired by the Port to conduct an area-wide off-street parking survey in the South of Market and Mission Bay area, generally bounded by Howard Street on the north side, 5th Street on the west side, Embarcadero on the east side, and 16th Street on the south side. The 36 parking lots and garages surveyed are generally within a 15 minute walking distance of AT&T ballpark.

Wilbur Smith distributed surveys to parking operators, recorded the parking supply inventory, and conducted parking occupancy counts during eight separate events. The dates of these surveys are presented below, and are intended to provide a general comparison of conditions with and without Giants games. Four of these events were on Giants game days, after fans had arrived; four events were on non-game days.

***Wilbur Smith Parking Survey Schedule***

| Day/Time | Giants Game Day Survey Period | Non-Game Day Survey Period |
|---|---|---|
| Weekday afternoon | Wed., August 29th; 1:30 – 3 pm | Wed., September 19th; 1-2:30 pm |
| Weekday evening | Wed., September 12th; 7:30-9 pm | Wed., September 19th; 7:30-9 pm |
| Weekend afternoon | Sat., September 8th; 1:30-3 pm | Sat., September 29th; 1:30 -3 pm |
| Weekend evening | Sat., September 22nd; 6:30-8 pm | Sat., September 29th; 6:30-9 pm |

Parking occupancy as a percentage of available parking supply was recorded on each of the above dates. The location, parking supply, occupancy, for each of the facilities surveyed is presented in tables and maps in Exhibit B-1. Exhibit B-1 also includes pricing information and parking operator survey results from those operators who provided responses.

The Wilbur Smith study also includes parking sensitivity analyses to evaluate how decreases in parking at SWL 337 and Pier 48 would affect overall parking occupancy levels. The parking sensitivity analyses are presented in Exhibit B-2.

*Summary Results*

| | Ballgame Event | | | | Non-Ballgame | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 11,033 | 9,054 | 9,956 | 9,565 | 9,747 | 7,794 | 8,471 | 8,034 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Total Occupancy** | **78%** | **50%** | **80%** | **47%** | **60%** | **18%** | **35%** | **19%** |

As the data indicates, parking supply varied depending on whether it was a weekday or weekend day, and whether there was a Giants ballgame event. This data also reflects how parking operators monitor parking demand and market conditions to decide whether business opportunities are sufficient to justify opening their facilities. Available parking supply on weekday work days when the Giants were playing was highest (about 11,000 spaces), when demand is highest, as compared to weeknight parking supply on a non-game day (about 7,800 spaces). Similarly, parking pricing also is a function of demand. The average parking fee for parking on Giants game days ranged from $15 to $24, depending on whether the game is on a weekday ($20-24) or weekend ($15-$20). The average price when the Giants are not playing was $10 to $13.

Wilbur Smith also sent surveys to parking operators to obtain detailed information regarding hours of operations, business operations, rates, typical clientele, client behavior, and monthly parking availability. The last question asked if the parking operator would be willing to participate in developing an integrated parking database that enabled customers to know the location and pricing of public and private parking facilities. Twelve responses were received. These parking facilities typically operate Monday through Friday, 6 am to 7 pm. All of the responding facilities are staffed, and half offered valet parking. Of the 12 respondents, eight indicated that Giants fans make up a large proportion of their short-term parking demand, and that fans typically arrive one to two hours before game time. Four respondents expressed interest in participating in an integrated parking database program.

Four facilities offer monthly parking, including Imperial Parking, which operates the SWL 337 parking lot. Imperial offers two rates packages: 1) $140/month to park between 6am and 6pm, Monday – Friday only. If there is a weekday baseball game, they can still park at SWL 337, but are supposed to vacate the lot by 6pm to make room for Giants evening games and events; 2) $200/month to park 24 hours per day, seven days a week, including weekday and weekend games and events. In addition, some UCSF students have monthly parking, at a lower rate, however are not permitted to parking during weekday games. Imperial estimated a total of about 300 monthly cars parked at SWL 337 during weekday ball games.

*Parking Sensitivity Analyses*

Wilbur Smith also was directed to conduct parking sensitivity analysis to evaluate how area parking occupancy would be affected if the number of spaces available at SWL 337 and Pier 48 (if included in a SWL 337 development project) were decreased or eliminated. SWL 337 accommodates a total of 2,275 spaces. Pier 48 Sheds A and B, and the valley between have a total capacity of 731 spaces, which are opened for weekday games and weekend day games (plus SWL 337 special events, as needed). For weekend night ballgames, parking supply at Pier 48 is reduced to 605 spaces, as parking in the valley is closed during these periods. Pier 48 parking is operated only on Giants ballgame dates and special events as needed, but not open for regular daily public parking.

The sensitivity analyses test parking reduction scenarios at 2,000, 1,800, 1,500, and 1,000 spaces at SWL 337, with and without the parking supply at Pier 48. Parking demand, as recorded on the survey dates by Wilbur Smith, was held constant. Beyond these parking supply reductions at SWL 337 and Pier 48, no other changes in parking supply (e.g. use of full parking inventory during evenings and on weekends) have been assumed.

The various parking occupancy scenarios are presented below. The "Current Total Occupancy" recorded in the Wilbur Smith survey is provided in each table, to compare with the "Adjusted Area-wide Occupancy", that is the parking occupancy as adjusted by the reduction of SWL 337 and/or Pier 48 parking, as described in each sensitivity analysis scenario.

***Current Parking Occupancy, including all SWL 337 and Pier 48 Parking Supply (per Wilbur Smith surveys, August & September 2007)***

| | Ballgame Event | | | | Non-Ballgame | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 11,033 | 9,054 | 9,956 | 9,565 | 9,747 | 7,794 | 8,471 | 8,034 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Total Occupancy** | **78%** | **50%** | **80%** | **47%** | **60%** | **18%** | **35%** | **19%** |

*Note: Pier 48 parking is not operated for general public use on non-game days and thus is not included in non-game day supply figures*

***Parking Occupancy w/Supply Reduction @ SWL 337 (2,000 spaces assumed at SWL 337)***

| | Ballgame Event | | | | Non-Ballgame | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 10,758 | 8,779 | 9,681 | 9,290 | 9,472 | 7,794 | 8,471 | 8,034 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Facility Occupancy** | **78%** | **50%** | **80%** | **47%** | **60%** | **18%** | **35%** | **19%** |
| **Adjusted Area-wide Occupancy** | **80%** | **51%** | **82%** | **48%** | **62%** | **19%** | **36%** | **20%** |

***Parking Occupancy w/Supply Reduction @ SWL 337 (2,000 spaces assumed at SWL 337) and No Game Day Parking at Pier 48***

| | Ballgame Event | | | | Non-Ballgame | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 10,027 | 8,048 | 8,950 | 8,685 | 9,472 | 7,794 | 8,471 | 8,034 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Facility Occupancy** | **78%** | **50%** | **80%** | **47%** | **60%** | **18%** | **35%** | **19%** |
| **Adjusted Area-wide Occupancy** | **86%** | **56%** | **88%** | **52%** | **62%** | **19%** | **36%** | **20%** |

*Note: Pier 48 parking is not open for public parking on non-game days and is thus excluded from Total Parking Supply on-non-game days.*

***Parking Occupancy w/Supply Reduction @ SWL 337 (1,800 spaces assumed at SWL 337)***

| | Ballgame Event | | | | Non-Ballgame | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 10,558 | 8,579 | 9,481 | 9,090 | 9,272 | 7,319 | 7,996 | 7,559 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Facility Occupancy** | **78%** | **50%** | **80%** | **47%** | **60%** | **18%** | **35%** | **19%** |
| **Adjusted Area-wide Occupancy** | **81%** | **53%** | **84%** | **49%** | **63%** | **19%** | **37%** | **20%** |

***Parking Occupancy w/Supply Reduction @ SWL 337 (1,800 space assumed at SWL 337) and No Game Day Parking at Pier 48***

| | Ballgame Event | | | | Non-Ballgame | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 9,827 | 7,848 | 8,750 | 8,485 | 9,272 | 7,319 | 7,996 | 7.559 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Facility Occupancy** | **78%** | **50%** | **80%** | **47%** | **60%** | **18%** | **35%** | **19%** |
| **Adjusted Area-wide Occupancy** | **87%** | **57%** | **90%** | **53%** | **63%** | **19%** | **37%** | **20%** |

*Note: Pier 48 parking is not open for public parking on non-game days and is thus excluded from Total Parking Supply on-non-game days.*

***Parking Occupancy w/Supply Reduction @ SWL 337 (1,500 spaces assumed at SWL 337)***

| | Ballgame Event | | | | Non-Ballgame | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 10,258 | 8,279 | 9,181 | 8,790 | 8,972 | 7,019 | 7,696 | 7,259 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Facility Occupancy** | **78%** | **50%** | **80%** | **47%** | **60%** | **18%** | **35%** | **19%** |
| **Adjusted Area-wide Occupancy** | **84%** | **54%** | **86%** | **51%** | **65%** | **20%** | **38%** | **21%** |

***Parking Occupancy w/Supply Reduction @ SWL 337 (1,500 spaces assumed at SWL 337) and No Game Day Parking at Pier 48***

| | Ballgame Event | | | | Non-Ballgame | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 9,527 | 7,548 | 8,450 | 8,185 | 8,972 | 7,019 | 7,696 | 7,259 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Facility Occupancy** | **78%** | **50%** | **80%** | **47%** | **60%** | **18%** | **35%** | **19%** |
| **Adjusted Area-wide Occupancy** | **90%** | **60%** | **94%** | **55%** | **65%** | **20%** | **38%** | **21%** |

*Notes: Pier 48 parking is not open for public parking on non-game days and is thus excluded from Total Parking Supply on-non-game days. Underlined occupancy rates above 90% reflect that parking supply is effectively full.*

***Parking Occupancy w/Supply Reduction @ SWL 337 (1,000 spaces assumed at SWL 337)***

| | Ballgame Event | | | | Non-Ballgame | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 9,758 | 7,779 | 8,681 | 8,290 | 8,472 | 6,519 | 7,196 | 6,759 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Facility Occupancy** | **78%** | **50%** | **80%** | **47%** | **60%** | **18%** | **35%** | **19%** |
| **Adjusted Area-wide Occupancy** | **88%** | **58%** | **91%** | **54%** | **69%** | **21%** | **41%** | **23%** |

***Parking Occupancy w/Supply Reduction @ SWL 337 (1,000 space assumed at SWL 337s) and No Game Day Parking at Pier 48***

| | Ballgame Event | | | | Non-Ballgame | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 9,027 | 7,048 | 7,950 | 7,685 | 8,472 | 6,519 | 7,196 | 6,759 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Facility Occupancy** | **78%** | **50%** | **80%** | **47%** | **60%** | **18%** | **35%** | **19%** |
| **Adjusted Area-wide Occupancy** | **95%** | **64%** | **100%** | **58%** | **69%** | **21%** | **41%** | **23%** |

*Note: Pier 48 parking is not open for public parking on non-game days and is thus excluded from Total Parking Supply on-non-game days. Underlined occupancy rates above 90% reflect that parking supply is effectively full.*

As reflected in the sensitivity analysis, weekend and weekday afternoon parking occupancy on ballgame days where SWL 337 parking supply is reduced to 1,200 or 1,000 spaces and all Pier 48 parking is eliminated results in adjusted occupancy above 90%. These occupancy levels, which are underlined in the tables, generally indicate that parking supply is effectively fully, even though there may be up to 10% spaces open throughout the study area. This is because as people enter and leave parking spaces even during periods of high demand, there is a margin of the parking supply that is not in active use. Besides SWL 337 and Pier 48, no other adjustments in parking supply have been assumed. On weekend afternoons, not all parking facilities in the study area are open. If full parking supply was made available on weekends, parking demand could be reduced below 90%. However, to relieve weekday afternoon parking demand to 90% or below would rely on increasing available parking supply and/or convincing more drivers to shift to non-auto or carpool modes.

**Framework for Creative Solutions**

The collective body of work contained in the Giants and Wilbur Smith studies is intended to provide one layer of transportation and parking information to study options for effectively managing transportation demand in the most efficient manner possible. The Port is working with MTA to assess how parking management, operations and programs may yield greater efficiencies in utilizing off-street parking facilities. Toward that end, MTA staff has initially identified possible strategies, presented below.[1]

Most of the measures described are parking management strategies, which the Port and City provide as an initial menu that could be used to help craft developer transportation management programs. MTA and the Port are continuing this coordinated effort to also identify strategies for supplementing public transit service, and managing on-street parking resources under the control of the Port and MTA. Both agencies are actively testing new parking meter technologies to employ market-based demand pricing that would enable the capability and greater flexibility to program the timing and pricing of on-street parking. The Port intends to supplement the information presented below with transit and other strategies in the future, which also would be available to assist SWL 337 development teams to address and tailor their transportation

[1] Parking management strategies were developed by Jerry Robbins, MTA staff, October 2007.

management programs. This body of information has broader applications for other development projects and development areas as well, to assist the City efforts to promote its Transit-First and sustainability policies and objectives.

*Shared Use Strategies*

The parking occupancy study conducted by Wilbur Smith shows that some existing parking lots and garages within walking distance of AT&T Park have space available during Giants games and others are closed during weeknight and evening games. The City and the Giants could work with these parking operators to direct parkers attending AT&T Park events to these facilities. Improved signage or branding of these garages could help drivers locate garages that have hours and rates designed for AT&T park attendees. We understand that in Baltimore, Maryland, private parking garage operators display large orange flags outside their facilities on game days to indicate that they accommodate Camden Yards fans. Future development in Mission Bay could provide similar opportunities for shared-use parking. The Mission Bay Plan area is approved for approximately 4,000 additional parking spaces as part of new development on Mission Bay Blocks 27, 29, and 31, within walking distance of SWL 337 and AT&T Park.

*No Monthly Parkers on Weekday Ballgame Days at SWL 337*

Approximately 300 monthly parking customers at SWL 337 currently are allowed to uses spaces during weekday ballgame events. If monthly parking rules restricted commuter parking on those days, parking supply for ballgame patrons could be commensurately increased.

*Carpool Incentives*

Parking demand for Giants games could be decreased somewhat if the average number of occupants per vehicle increased. The Los Angeles Dodgers recently experimented with providing free tickets to future games to fans who arrived at the Opening Day game with four or more people in their car and arrived several hours before game time. The Dodgers report that 500 fans took advantage of this program on Opening Day 2007, and that the team plans to try this approach again next season for several high-attendance games. See: http://latimesblogs.latimes.com/bottleneck/2007/04/carpooling_to_d.html

*Motorcycle Incentives*

Parked motorcycles occupy less space than automobiles. Imperial Parking currently charges the same $30 fee for motorcycle parking as for automobile parking on game days. Motorcycles are often parked on sidewalks near AT&T on game days, which is illegal and subject to a $100 citation. Motorcycle use could be encouraged by providing a $5 or $10 rate to park near the ballpark. Motorcycles can often park in "dead" spaces within parking lots that are not large enough for automobiles, such as corner areas, or in otherwise unusable parking stalls that have light poles or garbage cans.

*Small-Car Parking*

Several car manufacturers will introduce minicars in 2008 to the US market, which will require significantly less space for parking than standard or compact size cars. These cars are not much larger than golf carts. More minicars could be parked in a given area than standard size cars if special minicar spaces were striped in the parking facility.

*Parking Stackers*

Parking efficiency can be increased by using parking stackers to store two cars in a single parking space. A company named Harding Steel says they have provided 20 stackers to the Boston Red Sox for use by season ticket holders at Fenway Park. See: http://www.hardingsteel.com/casestudies_fenway.shtml

*End-to-End Parking*

A greater number of parked cars can be parked in a given area if cars are parked end-to-end without circulation space between cars. The disadvantage of this method is that some cars can be trapped by cars parked ahead or behind them and the drivers have to wait until other drivers leave before they can get out of their parking space. Alternatively, valet parkers can retain the keys to cars that are trapping other cars and allow the trapped cars to leave.

*Increased Parking at Ferry Terminals*

Golden Gate Transit recently discontinued ferry service between Larkspur and AT&T Park for weekday Giants games because of insufficient parking availability at the Larkspur end of the trip. See: http://goldengateferry.org/events/ATTParkSched.php. Golden Gate Transit is currently pursuing another 110-space expansion of the Larkspur Ferry Terminal parking lot which will probably be constructed within two years.

Parking at the Larkspur Ferry Terminal is free. If Golden Gate Transit charged for parking at parking lots, as BART does at most stations, more riders might be inclined to walk, bicycle, carpool, get dropped off or use public transit to reach the Ferry Terminal. This could free up more parking space for Giants fans and other ferry riders who prefer to drive. If more parking were available at Larkspur and other suburban ferry terminals, less parking would be needed at AT&T Park.

*Increased Parking at Other Remote Parking Facilities*

Shuttle buses could be provided between AT&T Park and parking facilities that are beyond walking distance. These parking facilities include the 5th/Mission Garage, the Sutter-Stockton Garage, Mission Bay parking garages and Monster Park. In the future, the Central Subway would provide a faster transit connection between AT&T Park and the existing Moscone Center, 5th/Mission and Sutter-Stockton Garages than currently provided by buses on 3rd Street or the Muni Metro along The Embarcadero.

*Parking Guidance Systems*

DPT enforcement staff currently work with Impark to direct overflow parking demand from SWL 337 to Pier 30/32 on game days when SWL 337 fills to capacity. Electronic Changeable Message Signs on King Street east of 3rd Street operated by DPT convey parking information to drivers looking for a place to park prior to events at AT&T Park. With additional electronic signage on King Street west of 3rd Street and on 3rd Street north of 16th Street, this effort could be expanded to include other parking facilities, such at the Mission Bay Parking Garages, the Moscone Center Garage on 3rd Street between Folsom and Howard Streets and the 5th and Mission Garage on Mission Street between 4th and 5th Streets. While not increasing the physical supply of parking, additional electronic signs in the vicinity of SWL 337 would make it easier for drivers to find garages that have available parking. DPT currently operates two electronic changeable message signs along Kearny Street in Chinatown that inform drivers of the number of available parking spaces in the St. Mary's Square, Portsmouth Square and Golden Gateway Garages. DPT is currently developing an automated system of electronic parking guidance signs in the Union Square/Yerba Buena Gardens area to direct drivers to garages that have space available. This system could be expanded to include other parts of the City, such as AT&T Park, if funding were available.

*On-Street Parking Management*

Since the opening of AT&T Park in 2000, the City and Port have discouraged Giants fans from parking on-street in the vicinity of the ballpark through the adoption of 2-hour time limits that extend until 10 PM in unmetered areas and in residential permit parking areas. This approach is meant to preserve on-street parking for local businesses, boat clubs and the guests of residents during AT&T Park events. Another approach would be to permit on-street fan parking, and charge rates similar to what fans would pay to park off-street. This would require new on-street parking regulations and parking meters capable of accepting dollar bills and/or credit cards. Parking meters in the Port jurisdiction are currently free after 7 PM. Parking meters in non-Port areas of the city are free after 6 PM and on Sundays. These hours of operation would need to be extended.

Enforcement of existing time limits is not always adequate on game days. DPT Parking Control Officers have requested that the Port improve parking regulation signage on Terry Francois Boulevard in order to allow them to enforce the time limits. In the absence of these signage improvements, many fans park for free on Terry Francois Boulevard on game days. Additionally, many fans and Giants employees with disabled placards park for free on game days in metered parking spaces on 2nd, 3rd and Townsend Streets. Stricter management of these on-street spaces could result in some fans deciding to arrive by other modes.

*Bicycle Parking*

The Giants and the San Francisco Bicycle Coalition have done a good job accommodating bicycle parking at AT&T Park for no charge (other than tips). Expansion of this service should be considered.

**Seawall Lot 337 Advisory Panel**

Port staff is also working to establish the SWL 337 Advisory Panel, and hopes to announce the panel members in the near future, well before the due date of the RFQ Development Qualifications and Submittals. Contacts are still underway with individuals with the requisite experience and skills as described for this panel and approved by the Port Commission on October 23, 2007, per Resolution 07-80. In the course of this effort, staff has come to realize that the inclusion in the panel of specific knowledge and experience in urban design and architecture would be beneficial to this development solicitation effort. Also, staff has found that some panel candidates have combinations of skills and expertise that do not necessarily align with the panel positions as described in Resolution 07-80. Staff thus seeks the Port Commission's approval of Resolution 07-91, which would give the Executive Director flexibility and the authority to ultimately determine the number of panel members as long as the collective skills and background of the panel embraces the community and professional background and skills approved on October 23, 2007, plus the addition of expertise in urban design and architecture.

Prepared by: Diane Oshima, Assistant Deputy Director
Planning & Development Division

**PORT COMMISSION**
**CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 07-91**

WHEREAS, On October 23, 2007, the Commission approved Resolution 07-80 authorizing staff to prepare and issue the RFQ and RFP and manage the solicitation process for the development of Seawall Lot 337 (SWL 337); and

WHEREAS, Pursuant to Resolution 07-80, the Commission requested the Executive Director to assemble an SWL 337 advisory panel, with a specified number of slots and designated skills and backgrounds to review of development concepts and proposals make recommendations to the Commission; and

WHEREAS, Port staff has found that some panel candidates have combinations of skill and expertise that do not necessarily align with the panel positions as described in Resolution 07-91, and further staff would like to incorporate urban design and architectural expertise of the panel; and

WHEREAS, Staff believes it would be prudent to authorize the Executive Director to appoint the SWL 337 advisory panel and allow the flexibility to determine the ultimate number of members and requisite backgrounds so long as the advisory panel members collectively reflect knowledge and experience on issues and perspectives of nearby neighborhoods, waterfront open space, environmental, Planning, Redevelopment, real estate economics, urban design and architecture, citywide and economic development concerns; therefore be it

RESOLVED, The Port Commission authorizes the Executive Director to ultimately determine the number and appointments of the Seawall Lot 337 advisory panel.

***I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of December 11, 2007.***

_____
Secretary

# Exhibit A-1 Giants Fan Survey

# SAN FRANCISCO GIANTS TRANSPORTATION SURVEY

Thursday, August 30, 2007

GIANTS

At the request of the Port of San Francisco, the San Francisco Giants conducted a survey of ticket buyers to better understand the transportation habits of our patrons. Fans were directed to the online survey, hosted at sfgiants.com, through an e-mail campaign and flyers distributed to fans upon exiting the park.

For each game, e-mails were sent to 1,500 randomly-selected unique buyers. Additionally, 500 flyers were distributed the ballpark's four public gates, proportional to each gate's usage.

Approximately 1,300 total fans filled out the survey, providing statistically significant data for this presentation's findings.

Fans were surveyed across various days of the week and game times, including:

| | | |
|---|---|---|
| Thursday | July 26 | 4:05 p.m. |
| Wednesday | August 8 | 7:15 p.m. |
| Thursday | August 9 | 12:35 p.m. |
| Friday | August 10 | 7:15 p.m. |
| Saturday | August 11 | 12:55 p.m. |
| Sunday | August 12 | 12:05 p.m. |

Data from the survey was not collected until Monday, August 20, giving all fans surveyed at least one week to respond.

Survey hosted at http://sanfrancisco.giants.mlb.com/sf/ballpark/transportation_survey.jsp

**Today's Experience: Getting to the Ballpark**
**AT&T Park Transportation Survey**
We appreciate your cooperation in completing the survey and as a thank you for your effort, you will receive a special ticket discount offer for an upcoming Giants game.

Please note, all fields marked with an asterisk (*) are required for your submission.

*1. **Select the game you most recently attended:**

*2. **Where was your seat located?** Section: Row: Seat:

*3. **Where did you begin your trip to the ballpark?** Home City: Zip: / Work City: Zip: / Other City: Zip:

*4. **How did you get to the ballpark?**
-BART Station trip started at: Station / trip ended at: Embarcadero Montgomery Powell
-Ferry Golden Gate / Oakland-Alameda / Sausalito-Tiburon / Richmond
-MUNI Route(s):
-Caltrain Station trip started at:
-Car/Private Car / Charter Bus / Walk / Bicycle / Taxi / Other

5. **IF YOU CAME BY CAR, where did you park?** Lot A / Pier 48 / Pier 30-32 / Parking Lot/Garage (located): Downtown / SOMA / Mission Bay/UCSF /
On-Street Parking (located): Downtown / SOMA / Mission Bay/UCSF

6. **IF YOU CAME BY CAR, how many people were in your car (including the driver)?** 1 / 2 / 3 / 4 or more

7. **IF YOU CAME BY CAR, if parking near the ballpark becomes more difficult, how would you respond?** Continue driving / Take transit / Carpool / Walk or bike / Attend fewer games

8. **IF YOU CAME BY CAR, if parking near the ballpark becomes substantially more expensive, how would you respond?** Pay more for parking / Take transit / Carpool / Walk or bike /
Attend fewer games

9. **IF YOU CAME BY BART, how did you get from the BART station to the ballpark?** MUNI Metro (streetcar) / MUNI Ballpark Shuttle Bus / Walk / Taxi / Other MUNI Bus

*10. **How many minutes before or after the start of the game did you arrive at the ballpark?** More than 60 minutes before / 0-60 minutes before / After game had started

*11. **How many total games do you plan to attend this season at AT&T Park?** 1-5 / 6-10 / 11-20 / 21 or more

*12. **How often do you take public transportation other than to AT&T Park?** At least once a week / A few times a year / Approximately once a month / Almost never

*13. **Are you a Season Ticket Holder?** Yes / No

# EXECUTIVE SUMMARY

AT&T Park is one of the most transit-accessible ballparks in the country. Fans have the option to take many transportation modes, including BART, Caltrain, MUNI rail, MUNI bus, SaMTrans Bus, ferry, taxi, private car or charter bus. Despite the alternatives available, the survey finds that over half of all fans for any given game will drive to the ballpark or arrive via charter bus, both of which require nearby parking. This is on par with other urban ballparks, including Wrigley Field and Fenway Park.

In the survey's free comments field, fans cited various reasons for preferring to drive to the games, including simple convenience, difficulty navigating public transit with young children, less time than taking transit to and from the park, coming from an area not served by public transit options, the overcrowded nature and wait time associated with Caltrain, MUNI and BART, and disability, among others.

Results from the survey show that the Giants would feel a significant negative impact on business with the loss of parking spaces.

- One of every four private cars and charter buses coming to Giants games parks in and charter buses parks in Lot A.
- For the most popular games, the South Beach/Mission Bay neighborhood must accommodate approximately **8,400 cars**.
- If parking becomes more difficult, **43%** of all fans and **48%** of season ticketholders who drive say they would attend fewer games, rather than use alternatives.
- If parking becomes more expensive,

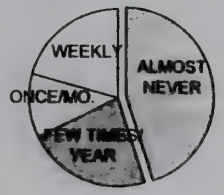
- **52%** of Giants fans who take public transit to games said that aside from Giants games, they take public transit less than once a month.

**Data source:** E-mail survey conducted among Giants ticket purchasers. Conducted by San Francisco Giants Strategic Services, 7/26/07 thru 8/20/07.

# GENERAL DATA

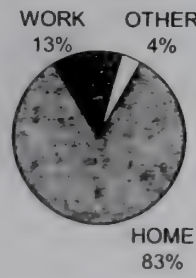
How did you get to the ballpark today?

Excluding ballpark trips, how often do you take public transit?



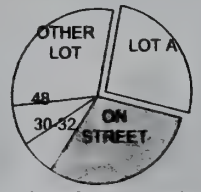

| | |
|---|---|
| Almost never | 45% |
| Few times/year | 22% |
| Once a month | 12% |
| Weekly | 21% |

Where did you begin your trip?




# CAR/CHARTER BUS

Where did your car/ charter bus park?




| | |
|---|---|
| Lot A | 25% |
| On-Street | 28% |
| Pier 30-32 | 6% |
| Pier 48 | 7% |
| Other Lot | 28% |

# of people in car

avg.

2.54

Time of arrival

avg.

38

min. early

How would you react if parking at the ballpark became more difficult?

| | |
|---|---|
| See fewer games | 43% |
| Take transit | 27% |
| Keep driving | 25% |
| Carpool | 2% |
| Walk or bike | 2% |

What if parking became more expensive?

| | |
|---|---|
| See fewer games | 53% |
| Take transit | 30% |
| Pay higher rates | 12% |
| Carpool | 2% |
| Walk or bike | 3% |

What alternate means of transportation do you use to get to the park, if any?

| | |
|---|---|
| Bus/Taxi/Bike/Walk | 38% |
| BART | 21% |
| Caltrain | 21% |
| MUNI | 11% |
| Ferry | 10% |

# PUBLIC TRANSIT/ TAXI

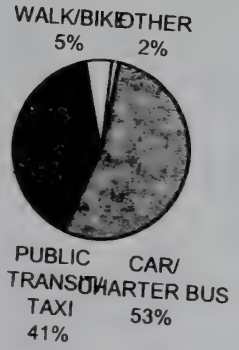
Public Transit riders: What public transit did you take to the park?

| | |
|---|---|
| BART | 31% |
| MUNI | 28% |
| Caltrain | 27% |
| Ferry | 16% |
| Taxi | 3% |

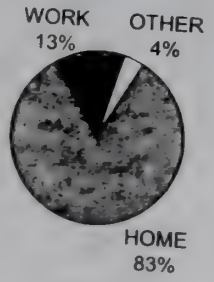
**Data source:** E-mail survey conducted among Giants ticket purchasers. Conducted by San Francisco Giants Strategic Services, 7/26/07 thru 8/20/07.

# AGGREGATE DATA

How did you get to the ballpark today?




Where did you begin?

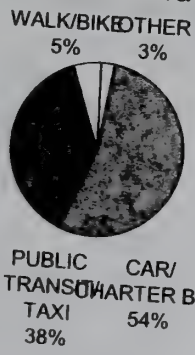



# WEEKDAYS

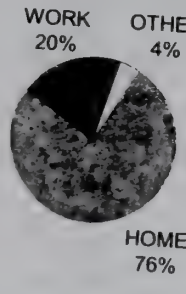
## Evening

7:15 pm start
Wed Aug 8 vs. WAS

How did you get to the ballpark today?




Where did you begin your trip to the ballpark?

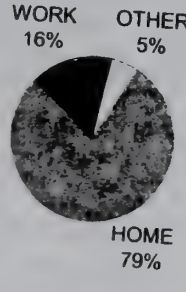



## Afternoon

12:35 pm start
Thu Aug 9 vs. WAS

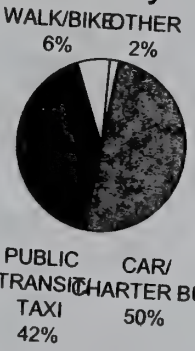
How did you get to the ballpark today?

Where did you begin your trip to the ballpark?

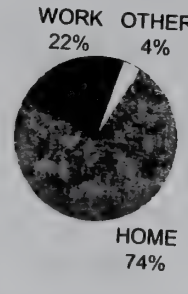



4:05 pm start
Thu Jul 26 vs. ATL

How did you get to the ballpark today?




Where did you begin your trip to the ballpark?



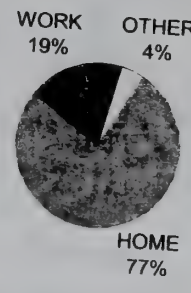

# WEEKEND

## Evening

7:15 p.m. start
Fri Aug 10 vs. PIT

How did you get to the ballpark today?

Where did you begin your trip to the ballpark?

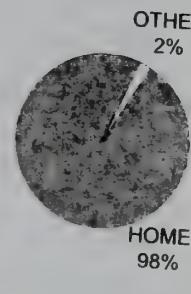



## Afternoon

12:55 p.m. start
Sat Aug 11 vs. PIT

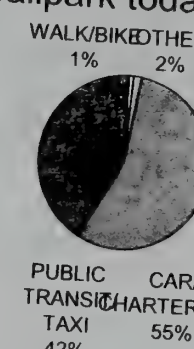
How did you get to the ballpark today?

Where did you begin your trip to the ballpark?

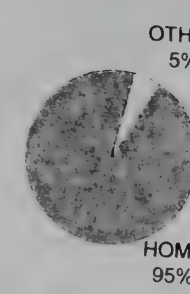



12:05 p.m. start
Sun Aug 12 vs. PIT

How did you get to the ballpark today?



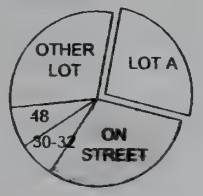

Where did you begin your trip to the ballpark?




**Data source:** E-mail survey conducted among Giants ticket purchasers. Conducted by San Francisco Giants Strategic Services, 7/26/07 thru 8/20/07.

# AGGREGATE DATA

Where did your car/ charter bus park?




| | |
|---|---|
| Lot A | 25% |
| On-Street | 28% |
| Pier 30-32 | 6% |
| Pier 48 | 7% |
| Other Lot | 28% |

# of people in car

avg.

2.54

Time of arrival

avg.

38

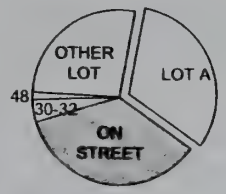
min. early

# WEEKDAYS

## Evening

7:15 pm start
Wed Aug 8 vs. WAS

Where did your car/charter bus park?




| | |
|---|---|
| Lot A | 32% |
| On-Street | 36% |
| Pier 30-32 | 4% |
| Pier 48 | 1% |
| Other Lot | 27% |

How many people were in your car?

avg.

2.67

What time did you arrive at the park?

avg.

35

min. early

## Afternoon

12:35 pm start
Thu Aug 9 vs. WAS

Where did your car/charter bus park?

| | |
|---|---|
| Lot A | 28% |
| On-Street | 22% |
| Pier 30-32 | 11% |
| Pier 48 | 7% |
| Other Lot | 32% |

How many people were in your car?

avg.

2.48

What time did you arrive at the park?

avg.

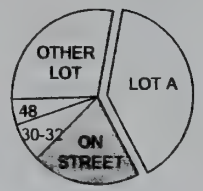
37

min. early

## Afternoon

4:05 pm start
Thu Jul 26 vs. ATL

Where did your car/charter bus park?




| | |
|---|---|
| Lot A | 40% |
| On-Street | 20% |
| Pier 30-32 | 7% |
| Pier 48 | 5% |
| Other Lot | 28% |

How many people were in your car?

avg.

2.47

What time did you arrive at the park?

avg.

34

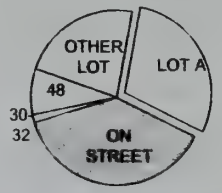
min. early

# WEEKEND

## Evening

7:15 p.m. start
Fri Aug 10 vs. PIT

Where did your car/charter bus park?




| | |
|---|---|
| Lot A | 30% |
| On-Street | 38% |
| Pier 30-32 | 1% |
| Pier 48 | 8% |
| Other Lot | 23% |

How many people were in your car?

avg.

2.67

What time did you arrive at the park?

avg.

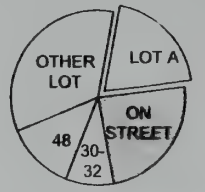
37

min. early

## Afternoon

12:55 p.m. start
Sat Aug 11 vs. PIT

Where did your car/charter bus park?




| | |
|---|---|
| Lot A | 20% |
| On-Street | 24% |
| Pier 30-32 | 9% |
| Pier 48 | 13% |
| Other Lot | 34% |

How many people were in your car?

avg.

2.48

What time did you arrive at the park?

avg.

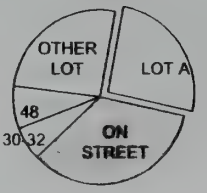
46

min. early

## Afternoon

12:05 p.m. start
Sun Aug 12 vs. PIT

Where did your car/charter bus park?




| | |
|---|---|
| Lot A | 26% |
| On-Street | 35% |
| Pier 30-32 | 6% |
| Pier 48 | 8% |
| Other Lot | 26% |

How many people were in your car?

avg.

2.47

What time did you arrive at the park?

avg.

38

min. early

**Data source:** E-mail survey conducted among Giants ticket purchasers. Conducted by San Francisco Giants Strategic Services, 7/26/07 thru 8/20/07.

# CAR/CHARTER

## AGGREGATE DATA

### Parking more difficult?

| | |
|---|---|
| See fewer games | |
| Take transit | 27% |
| Keep driving | 25% |
| Carpool | 2% |
| Walk or bike | 2% |

### Parking more expensive?

| | |
|---|---|
| See fewer games | |
| Take transit | 30% |
| Pay higher rates | 12% |
| Carpool | 2% |
| Walk or bike | 3% |

### Alternate transportation

| | |
|---|---|
| Bus/Taxi/Bike/Walk | 38% |
| BART | 21% |
| Caltrain | 21% |
| MUNI | 11% |
| Ferry | 10% |

## WEEKDAYS

### Evening

7:15 pm start
Wed Aug 8 vs. WAS

#### If parking became more difficult, I would...

| | |
|---|---|
| 43% See fewer games | |
| Take transit | 25% |
| Keep driving | 23% |
| Carpool | 1% |
| Walk or bike | 1% |

#### If parking became more expensive, I would...

| | |
|---|---|
| 53% See fewer games | |
| Take transit | 33% |
| Pay higher rates | 10% |
| Carpool | 1% |
| Walk or bike | 1% |

#### What alternate means do you use to get to the park

| | |
|---|---|
| Bus/Taxi/Bike/Walk | 32% |
| BART | 25% |
| Caltrain | 21% |
| MUNI | 15% |
| Ferry | 8% |

### Afternoon

12:35 pm start
Thu Aug 9 vs. WAS

#### If parking became more difficult, I would...

| | |
|---|---|
| See fewer games | |
| Take transit | 18% |
| Keep driving | 32% |
| Carpool | 0% |
| Walk or bike | 0% |

#### If parking became more expensive, I would...

| | |
|---|---|
| See fewer games | |
| Take transit | 26% |
| Pay higher rates | 12% |
| Carpool | 0% |
| Walk or bike | 3% |

#### What alternate means do you use to get to the park

| | |
|---|---|
| Bus/Taxi/Bike/Walk | 42% |
| BART | 18% |
| Caltrain | 22% |
| MUNI | 11% |
| Ferry | 7% |

### Afternoon

4:05 pm start
Thu Jul 26 vs. ATL

#### If parking became more difficult, I would...

| | |
|---|---|
| See fewer games | |
| Take transit | 35% |
| Keep driving | 25% |
| Carpool | 3% |
| Walk or bike | 2% |

#### If parking became more expensive, I would...

| | |
|---|---|
| See fewer games | |
| Take transit | 34% |
| Pay higher rates | 12% |
| Carpool | 2% |
| Walk or bike | 2% |

#### What alternate means do you use to get to the park

| | |
|---|---|
| Bus/Taxi/Bike/Walk | 44% |
| BART | 16% |
| Caltrain | 20% |
| MUNI | 8% |
| Ferry | 12% |

## WEEKEND

### Evening

7:15 p.m. start
Fri Aug 10 vs. PIT

#### If parking became more difficult, I would...

| | |
|---|---|
| See fewer games | |
| Take transit | 28% |
| Keep driving | 18% |
| Carpool | 6% |
| Walk or bike | 4% |

#### If parking became more expensive, I would...

| | |
|---|---|
| See fewer games | |
| Take transit | 28% |
| Pay higher rates | 10% |
| Carpool | 6% |
| Walk or bike | 4% |

#### What alternate means do you use to get to the park

| | |
|---|---|
| Bus/Taxi/Bike/Walk | 37% |
| BART | 23% |
| Caltrain | 23% |
| MUNI | 6% |
| Ferry | 11% |

### Afternoon

12:55 p.m. start
Sat Aug 11 vs. PIT

#### If parking became more difficult, I would...

| | |
|---|---|
| See fewer games | |
| Take transit | 29% |
| Keep driving | 26% |
| Carpool | 4% |
| Walk or bike | 1% |

#### If parking became more expensive, I would...

| | |
|---|---|
| See fewer games | |
| Take transit | 36% |
| Pay higher rates | 13% |
| Carpool | 4% |
| Walk or bike | 2% |

#### What alternate means do you use to get to the park

| | |
|---|---|
| Bus/Taxi/Bike/Walk | 35% |
| BART | 22% |
| Caltrain | 16% |
| MUNI | 15% |
| Ferry | 12% |

### Afternoon

12:05 p.m. start
Sun Aug 12 vs. PIT

#### If parking became more difficult, I would...

| | |
|---|---|
| See fewer games | |
| Take transit | 28% |
| Keep driving | 29% |
| Carpool | 1% |
| Walk or bike | 3% |

#### If parking became more expensive, I would...

| | |
|---|---|
| See fewer games | |
| Take transit | 23% |
| Pay higher rates | 17% |
| Carpool | 1% |
| Walk or bike | 5% |

#### What alternate means do you use to get to the park

| | |
|---|---|
| Bus/Taxi/Bike/Walk | 37% |
| BART | 20% |
| Caltrain | 23% |
| MUNI | 10% |
| Ferry | 10% |

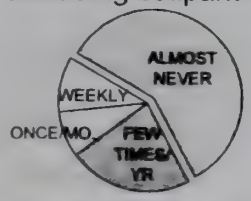
**Data source:** E-mail survey conducted among Giants ticket purchasers. Conducted by San Francisco Giants Strategic Services, 7/26/07 thru 8/20/07.

# AGGREGATE DATA

Public Transit riders: what public transit did you take to the park?

| | |
|---|---|
| BART | 31% |
| MUNI | 28% |
| Caltrain | 27% |
| Ferry | 16% |
| Taxi | 3% |

Drivers: How often do you take public transit, excluding ballpark trips?



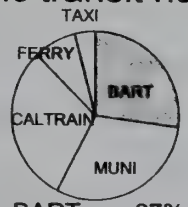

| | |
|---|---|
| Almost never | 59% |
| Few times/yr | 23% |
| Once/mo | 8% |
| Weekly | 10% |

# WEEKDAYS

## Evening

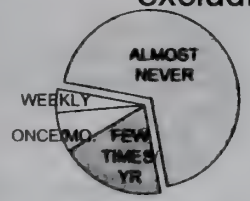
7:15 pm start
Wed Aug 8 vs. WAS

Public transit riders: how did you get to the park?




| | |
|---|---|
| BART | 27% |
| MUNI | 30% |
| Caltrain | 30% |
| Ferry | 8% |
| Taxi | 4% |

Drivers: how often do you take public transit, excluding trips to the ballpark?

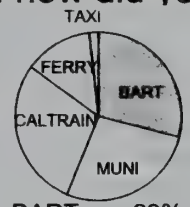



| | |
|---|---|
| Almost never | 69% |
| Few times/yr | 19% |
| Once/mo | 7% |
| Weekly | 4% |

## Afternoon

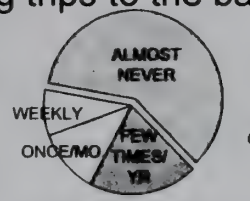
12:35 pm start
Thu Aug 9 vs. WAS

Public transit riders: how did you get to the park?




| | |
|---|---|
| BART | 29% |
| MUNI | 27% |
| Caltrain | 29% |
| Ferry | 13% |
| Taxi | 2% |

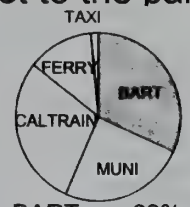
Drivers: how often do you take public transit, excluding trips to the ballpark?




| | |
|---|---|
| Almost never | 60% |
| Few times/yr | 20% |
| Once/mo | 12% |
| Weekly | 8% |

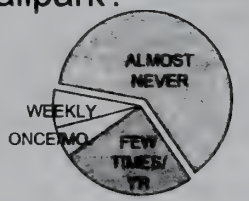
4:05 pm start
Thu Jul 26 vs. ATL

Public transit riders: how did you get to the park?




| | |
|---|---|
| BART | 32% |
| MUNI | 25% |
| Caltrain | 29% |
| Ferry | 13% |
| Taxi | 2% |

Drivers: how often do you take public transit, excluding trips to the ballpark?



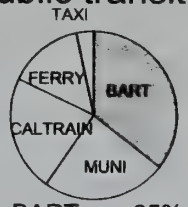

| | |
|---|---|
| Almost never | 63% |
| Few times/yr | 25% |
| Once/mo | 6% |
| Weekly | 7% |

# WEEKEND

## Evening

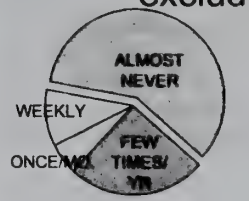
7:15 p.m. start
Fri Aug 10 vs. PIT

Public transit riders: how did you get to the park




| | |
|---|---|
| BART | 35% |
| MUNI | 24% |
| Caltrain | 23% |
| Ferry | 15% |
| Taxi | 3% |

Drivers: how often do you take public transit, excluding trips to the ballpark?

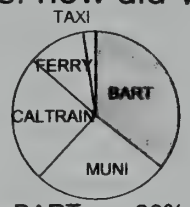



| | |
|---|---|
| Almost never | 59% |
| Few times/yr | 26% |
| Once/mo | 6% |
| Weekly | 10% |

## Afternoon

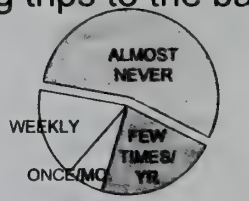
12:55 p.m. start
Sat Aug 11 vs. PIT

Public transit riders: how did you get to the park




| | |
|---|---|
| BART | 36% |
| MUNI | 26% |
| Caltrain | 25% |
| Ferry | 11% |
| Taxi | 3% |

Drivers: how often do you take public transit, excluding trips to the ballpark?



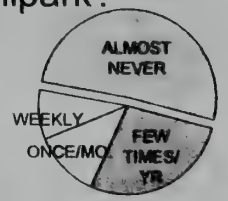

| | |
|---|---|
| Almost never | 54% |
| Few times/yr | 23% |
| Once/mo | 7% |
| Weekly | 16% |

12:05 p.m. start
Sun Aug 12 vs. PIT

Public transit riders: how did you get to the park

| | |
|---|---|
| BART | 28% |
| MUNI | 33% |
| Caltrain | 26% |
| Ferry | 11% |
| Taxi | 2% |

Drivers: how often do you take public transit, excluding trips to the ballpark?




| | |
|---|---|
| Almost never | 51% |
| Few times/yr | 28% |
| Once/mo | 12% |
| Weekly | 9% |

**Data source:** E-mail survey conducted among Giants ticket purchasers. Conducted by San Francisco Giants Strategic Services, 7/26/07 thru 8/20/07.

| AVERAGES | HIGH POPULARITY GAMES | Thu Jul 26 vs. ATL 4:05 pm start | Wed Aug 8 vs. WAS 7:15 pm start | Thu Aug 9 vs. WAS 12:35 pm start | Fri Aug 10 vs. PIT 7:15 p.m. start | Sat Aug 11 vs. PIT 12:55 p.m. start | Sun Aug 12 vs. PIT 12:05 p.m. start |
|---|---|---|---|---|---|---|---|
| CARS/CHARTER BUSES | CARS/CHARTER BUSES | CARS/CHARTER BUSES | CARS/CHARTER BUSES | CARS/CHARTER BUSES | CARS/CHARTER BUSES | CARS/CHARTER BUSES | CARS/CHARTER BUSES |
| Drove to park: 17,088 | Drove to park: 25,400 | Drove to park: 17,042 | Drove to park: 16,186 | Drove to park: 14,271 | Drove to park: 17,065 | Drove to park: 20,537 | Drove to park: 17,429 |
| Avg # in car: 2.54 | Avg # in car: 2.54 | Avg # in car: 2.47 | Avg # in car: 2.67 | Avg # in car: 2.48 | Avg # in car: 2.67 | Avg # in car: 2.48 | Avg # in car: 2.47 |
| Avg. cars/gm: 6,741 | Avg. cars/gm: 10,000 | Total cars: 6,900 | Total cars: 6,062 | Total cars: 5,754 | Total cars: 6,391 | Total cars: 8,281 | Total cars: 7,056 |
| Would attend fewer gms. if parking is more difficult: 7,347 | Would attend fewer gms. if parking is more difficult: 10,900 | Would attend fewer gms. if parking is more difficult: 5,965 | Would attend fewer gms. if parking is more difficult: 8,255 | Would attend fewer gms. if parking is more difficult: 7,135 | Would attend fewer gms. if parking is more difficult: 7,509 | Would attend fewer gms. if parking is more difficult: 8,420 | Would attend fewer gms. if parking is more difficult: 6,797 |
| Attend fewer games if parking is more expensive: 8,958 | Attend fewer games if parking is more expensive: 13,500 | Attend fewer games if parking is more expensive: 8,351 | Attend fewer games if parking is more expensive: 8,902 | Attend fewer games if parking is more expensive: 8,420 | Attend fewer games if parking is more expensive: 9,044 | Attend fewer games if parking is more expensive: 9,447 | Attend fewer games if parking is more expensive: 9,586 |
| Use public transit less than once/mo: 11,627 | Use public transit less than once/mo: 20,600 | Use public transit less than once/mo: 12,611 | Use public transit less than once/mo: 11,168 | Use public transit less than once/mo: 9,704 | Use public transit less than once/mo: 11,775 | Use public transit less than once/mo: 13,349 | Use public transit less than once/mo: 11,154 |
| PUBLIC TRANSIT | PUBLIC TRANSIT | PUBLIC TRANSIT | PUBLIC TRANSIT | PUBLIC TRANSIT | PUBLIC TRANSIT | PUBLIC TRANSIT | PUBLIC TRANSIT |
| Took public transit: 12,541 | Took public transit: 13,300 | Took public transit: 14,315 | Took public transit: 11,390 | Took public transit: 12,273 | Took public transit: 13,201 | Took public transit: 10,757 | Took public transit: 13,309 |
| Took BART: | Took BART: | | | | | | |



**Data source**: E-mail survey conducted among Giants ticket purchasers. Conducted by San Francisco Giants Strategic Services, 7/26/07 thru 8/20/07.

## Richmond

13% of BART riders

Most Popular Stations

| | |
|---|---|
| El Cerrito Plaza | 4% |
| El Cerrito del Norte | 3% |
| North Berkeley | 3% |

## Richmond/Pittsburg

3% of BART riders

Most Popular Stations

| | |
|---|---|
| Oak. City Ctr. | 2% |
| 19th Street | 1% |
| MacArthur | 1% |

## Peninsula/W. Oakland

18% of BART riders

Most Popular Stations

| | |
|---|---|
| West Oakland | 4% |
| Daly City | 3% |
| Glen Park | 3% |

## Pittsburg/Bay Point

29% of BART riders

Most Popular Stations

| | |
|---|---|
| Walnut Creek | 8% |
| Lafayette | 5% |
| Pleasant Hill | 4% |

## Dub/Pleas/Frem

7% of BART riders

Most Popular Stations

| | |
|---|---|
| Bay Fair | 5% |

## Dublin/Pleasanton

23% of BART riders

Most Popular Stations

| | |
|---|---|
| Dublin/Pleasanton | 17% |
| Castro Valley | 5% |

## Fremont

6% of BART riders

Most Popular Stations

| | |
|---|---|
| Fremont | 5% |

**Data source:** E-mail survey conducted among Giants ticket purchasers. Conducted by San Francisco Giants Strategic Services, 7/26/07 thru 8/20/07.

## ZONE #1
13% of Caltrain riders

Most Popular Station
San Bruno 8%

## ZONE #2
43% of Caltrain riders

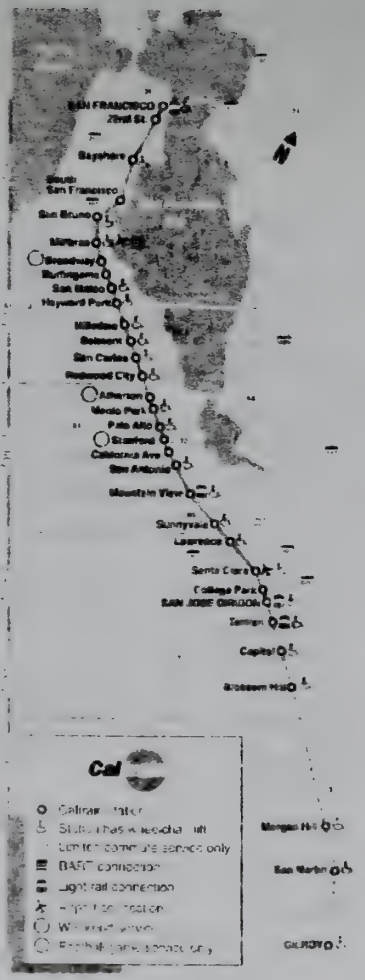
Most Popular Stations
Redwood City 10%
San Carlos 10%

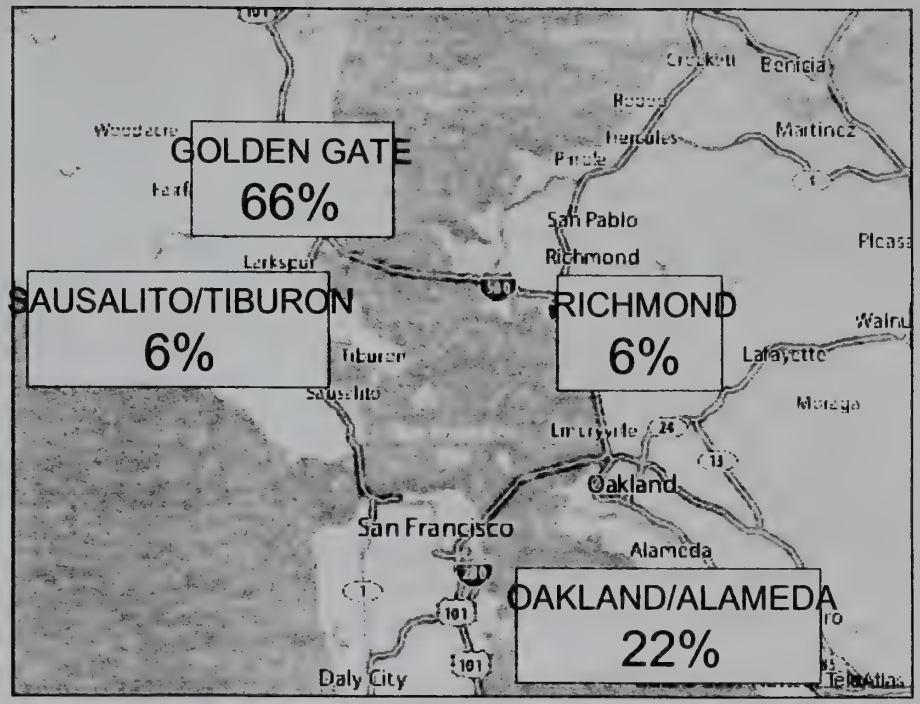
## ZONE #3
28% of Caltrain riders

Most Popular Station
Mountain View 13%

## ZONE #4
15% of Caltrain riders

Most Popular Station
San Jose Diridon 8%






**Data source:** E-mail survey conducted among Giants ticket purchasers. Conducted by San Francisco Giants Strategic Services, 7/26/07 thru 8/20/07.

# COMMENTS - DRIVING

-Need more traffic cops near the 3rd street entrance and 3rd & townsend. Always have King st closed between 3rd and 2nd.

-$30.00 parking fee is excessive!

-It is not anymore difficult that other major league parks, with the exception of 3rd ave south of the stadium. I do try to stay away from there. It seems to be the largest concentration of cars and can delay movement for quite some time. However, just a few blocks north of the stadium, there is plenty of free parking, if you take the time to look for it. I have visited the stadium many times and now know where there are good locations to park.

-Make it harder to drive and park and attendance will go down. Anti-car is anti-family.

-traffic is a pain - mostly due to the people selling tickets to people in cars - they stop in the middle of the road to buy tickets from the street vendors and keep everyone waiting....

-as a single driver - the time I save driving - and the convenience of having the car when the game is over - is the reason I drive. There have been extra inning night games I would have to had to leave early had I taken Bart (or would have to taken a Taxi home) Public transit is not a real bay area option yet - I am hoping that this chnges - but I do not see it happening any time soon...

-With kids it is easy to drive and park, they tend to fall asleep on night games.
From a senior citizen perspective ,safety in travel is a major issue . At this point, travel by car is far safer than public transportation weeknight, weekday and/or weekend! Travel by car also provides me with additional flexibility from my job to the games!

-Street parking, then walking is a great way for us to get to the park.

-The removal of parking lot B made driving to the ball park very difficult. ingress and egress suck now.

-I've been a parking season ticket holder since the ballpark opened in 2000 and slowly but surely the parking situation is eroding. Driving to AT&T is much more desirable because of a disability I have, and being able to park nearby the park (lot A) minimizing the walking distance since it is difficult for me to walk long distances. Also, the parking fees are a bit high even for season ticket holders. However, I would not want to see less parking available for loyal, Giants season ticket holders.

-I have a bike in my car so I either get validated parking at Gordon Birsch, use metered parking for evening games, or park for free on Sundays. Cheap parking is always a short bikeride away and the ballpark bike parking service makes me much more likely to attend games spontaneously. Keep up the good work!

-Elimination of ballpark parking will ultimately change our decision to renew our season tickets.

**Data source:** E-mail survey conducted among Giants ticket purchasers. Conducted by San Francisco Giants Strategic Services, 7/26/07 thru 8/20/07.

# COMMENTS - CALTRAIN

-Driving is much more cheaper and timely to do than public transportation. To give you an example, taking Cal Trains from San Jose to San Francisco, the trip takes at least 90 minutes (my average trip is 45-55 minutes even during rush hour traffic). I can drive from San Jose to San Francisco and park my car in half of that time. With where I park on the street, I also currently pay nothing in parking fees, and I save over $500 a year by not paying for parking. So my only real cost is gas which is still cheaper than the cost of a train ticket. I do recognize that those spaces are going to eventually disappear. Most likely I will cancel my season tickets when those spots disappear because it will become too expensive for me to attend baseball games. Also for me, my time is valuable, and to spend at least 3 hours on a train from San Jose and back again is way too long. Cal Trains needs to seriously change how they do business if they want more riders from the south bay. I was totally turned off to Cal Trains when I experienced the 3 hour one-way trips to the park, and though Cal Trains has...

... improved their time, the effect on me was that Cal Trains lost me as a customer back in 2000 because of those long commute times. Also, I would recommend somewhere in one of those current parking lots that you build a huge 8 to 10 level parking structure. That is something that will accomodate the further loss of current parking spaces and allow you to charge people for parking who may want to park there during the off season and take muni into fisherman's wharf.

-I would take CalTrain more often if: 1) There was room on the train: Friday nights are jammed! 2) If there were more express trains after night games. I always stay for the whole game. And, the times I've taken the train, I've never been able to catch the express. It takes over an hour to get to San Carlos when it makes all stops and it's standing room only most of the way.

-I like the convenience of Caltrain. It is cheaper than driving and then walking to the park from the parking lot or garage. The train seems like it is used by many people coming from the south bay. Maybe Caltrain needs to put more cars on the train on game day.

-I take my young son to most of the games I attend. We started driving to games instead of taking Caltrain because of concern for our safety. We attended a night game last month and on the return train home a fight broke out in our car. My son was extremelly scared and will no longer take the train. Even if he would, I would not. There is not enough security on Caltrain to deal with the number of people after games.

--The train takes 1 1/2 - 2 hours each way.Driving is 45-60 minutes,I would rather drive.

-caltrain needs more trains. the problem is not so much getting to the game, as it is getting home. getting home is where the problem lays

-I prefer to take caltrain to the ballpark. When I bring my entire family, I usually drive as I have small children. When I go to the game with friends I will take caltrain. The Ballpark Express that leaves 15 minutes after the game is GREAT!!

**Data source:** E-mail survey conducted among Giants ticket purchasers. Conducted by San Francisco Giants Strategic Services, 7/26/07 thru 8/20/07.

# COMMENTS - MUNI

-Why doesn't the MUNI have a 30 Stockton or 41 Union St. Bus ready to go when the game ends. Several times after a night game, I have been able to walk to the Stockton St. Tunnel from the ballpark, faster than the bus comes. At other times, the bus drivers go out of their way to not repeat not pick up passengers between Townsend and Market, regardless of whether the buses are full or not. If the City wants passangers to ride public transportation to the ball park, the service at the end of the game must improve markedly. Or else, I will simply drive the car (the parking fee is unimportant) and create more pollution; and I don't want to hear about why I should take public transportation in order to help the environment. When do I hear about MUNI keeping to its schedule, or making a special run(s) after the game, the time of which is usually known 30 minutes before the game ends. Or is that against Union and Newsome rules?

-It is very organized and easy when you take MUNI.

-We try to take MUNI as often as possible, but when I work until 5:00 p.m. it takes too long to get there on MUNI. The service that MUNI offers to the park is very good; it's just that during the commute times it takes a lot longer. We always get to the game as close to when the gates open as possible and we don't leave until the end of the game unless we have another obligation. We used to park in the paid garages that are several blocks from the park, but they are too expensive now, so we park where we can on the street when we drive. We walk several blocks to the park when we drive and when we take MUNI we usually walk back to Market to get our bus. For questions 7 & 8 we already are carpooling and if MUNI was an option for those games when we drive we would take it, so we would have no other choice than to go to fewer games.

-Bart/muni is way too slow-1 hour and 15 min. I can drive in 15 min and then walk 4 blocks. Too tiring to spend 3 hours going/coming to game. And I don't have the time. Plus, MUNI too crowded, too slow and not enough air.

-Here's the problem with BART and the MUNI Light Rail: Leaving the game. The Light Rail is a sardine can. Upon arriving at Embarcadero Station after the game, one sometimes must wait 20 minutes for the next train. I think late at night, on a weeknight, it can be longer. That's intolerable for children and young teens. So we drive whenever possible. Plus, 4 times a roundtrip fare is nearly $30 to BART it. It's more convenient to drive.

-With parking prices continually increasing ($30 to $40) in the immediate area on weekends the luxury to drive on a regular basis will be lost.Street car is a great option when time permits. Taking young kids to a game while negotiating time for MUNI, arriving early for BP... may become more work than its worth... Game starts at 12:35 must leave 9:30am and with3 hr game return home at 4:30pm. 7 hrs is a long day. Added commute will be a factor in getting rid of bleacher seats resulting in less games attended as well... Especially if Bonds is gone and we are not .500.

**Data source:** E-mail survey conducted among Giants ticket purchasers. Conducted by San Francisco Giants Strategic Services, 7/26/07 thru 8/20/07.

# COMMENTS - BART

-its getting harder and harder to park. I wish bart was closer to the park

-bart system is a great way to get there. The walk is approximately a mile from the station to the park and goes really fast.

-If there are only two of us we take bart and walk from the Embarcadero station. If there are 4 or more or someone has trouble walking we drive and park on the street and walk about 2 miles to the game. We do prefer bart but had children that could not walk two miles on Saturday.

- It's absurd that BART has so few trains on Sunday. Last June when one of the biggest series was held at the ballpark against the Yankess was also a weekend where there were other major events, like the Pride Parade. And BART had fewer trains than usual!! BART needs to step up to the plate and deliver more trains, not less, if they want people to consider it a worthy alternative.

-If there was a discount for Bart for Giants fans I would probably use it more.

--one hour there/ one hour back by Bart longer by car

-I have taken BART to the park in the past, however, with the number of games I attend a year, the extra time it requires to take BART makes it too difficult. I can make it door-to-door after a game by driving in under 40 minutes. With BART it's probably another 45-60 minutes when you factor in the wait time for trains, parking at the BART station and the ride to/from BART on MUNI. We are only able to attend a significant number of games because of the knowledge that we have an waiting space in Lot A.

-BART/MUNI is easiest

-We would have taken BART, but found the Dublin station closed. Then we couldn't find the Castro station, so we drove on. Parking wasn't bad when we arrive, but leaving the stadium was a nightmare and we left at the 6th inning. Can't magine what it would be like at the end of the game. Weird way the signs direct you. Won't do that again.

-MUNI from BART needs to improve effeciency. Too many delays and not enough trains. This is one reason I sometimes drive instead of taking BART

-MUNI trains before game need to be more frequent. BART needs to provide more parking spaces at its stations to encourage use of BART.

-The train is a great option for people on the peninsula and BART is a great option for peninsula or east bay. We took BART because we went to Market St first. The ballpark is well planned for public transit and ferries from Marin and walking in the ballpark vicinity. I will try to use transit anytime I go to ballgames.

-Taking BART and MUNI is the most convenient way to get to the park for us - much better than trying to deal with parking before and after the game.

-For evening games, the parking lots at El Cerrito del Norte and El Cerrito Plaza are full, so I have to use my car. We need more parking at these two BART stations.

**Data source:** E-mail survey conducted among Giants ticket purchasers. Conducted by San Francisco Giants Strategic Services, 7/26/07 thru 8/20/07.

# COMMENTS – GENERAL/MULTIPLE/OTHER

-Walking on 2nd street is quicker from work, but feels less safe given businessses, nvigate around underpass of freeway.

-I walk, drive, or take MUNI and/or BART, depending on the circumstances. Public transport works fine, but weeknight games it takes a long time to take MUNI to BART and BART to East Bay, so I get home much later than if I drive. So my only concern on parking is the expense on weeknights when I'm trying to get back before too late.

-The Larkspur Ferry is very convenient and cost effective.

-We are from out of town, did not know how the public transportation worked or how much it cost, could not tell what train was going close to the park, hotel was only a few miles away, so we walked.

-Public Transit Rules!

-i didn't live in the city before and would drive to the game. but if parking were to get more i may park at a friends house and take public trans, but parking isn't my biggest concern when wanting to attend a game.now i live in the city and taxi or bus is the way to go.

-I take Amtrak from Sacramento and walk from the Ferry Building to the ballpark. For weekday night games, I drive to Walnut Creek, take BART to the City and walk to the park. For weekend games, I sometimes drive and park on the street.If I come from Carmel, my wife drives, drops me off and goes shopping.

-An express shuttle from the South bay would be helpful.

-From our house there is no public transportation, - BART from SFO ends too far from the airport; CALTRAIN from the Peninsula takes a long time.
Because of the ages of my family members - very old & very young - travelling by car is far more convenient

-I try to avoid weekday games because BART and MUNI are not the best way to ge to the park. There are too few trains causing too much congestion. Plus the prices are getting too expensive. I would rather drive four people all the way in and split the cost in gas.

-I think if a weekend game is going to start at 7'ish, how about considering moving up the start time to 6:15 or 6:30. I think people using public transit would appreciate getting home earlier since so many live far away

-I personally think the ferry is the best method as long as you can find a good seat. Coming to the ballpark is awesome!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

-I love the valet Bicycle parking I think more should be done to promote that. People taking BART or Caltrain may consider riding from their station to the park if they know their bike will be safe. I think the Giants should promote a Bike to the game day and reward those that do.

# Exhibit A-2 Giants Survey - Additional fan comments

# San Francisco Giants Transportation Survey

## Additional Comments

Walking on 2nd street is quicker from work, but feels less safe given businessses.nvigate around underpass of freeway.

Need more traffic cops near the 3rd street entrance and 3rd & townsend. Always have King st closed between 3rd and 2nd

CalTrain needs to change the 10 ride ticket period to 3 months (currently 2 months)

$30.00 parking fee is excessive!

The Larkspur Ferry is very convenient and cost effective.

Why doesn't the Muni have a 30 Stockton or 41 Union St. Bus ready to go when the game ends. Several times after a night game, I have been able to walk to the Stockton St. Tunnel from the ballpark, faster than the bus comes. At other times, the bus drivers go out of their way to not repeat not pick up passengers between Townsend and Market, regardless of whether the buses are full or not. If the City wants passangers to ride public transportation to the ball park, the service at the end of the game must improve markedly. Or else, I will simply drive the car (the parking fee is unimportant) and create more pollution; and I don't want to hear about why I should take public transportation in order to help the environment. When do I hear about Muni keeping to its schedule, or making a special run(s) after the game, the time of which is usually known 30 minutes before the game ends. Or is that against Union and Newsome rules?

Make it harder to drive and park and attendance will go down. Anti-car is anti-family.

.no

I walk, drive, or take Muni and/or BART, depending on the circumstances. Public transport works fine, but weeknight games it takes a long time to take Muni to BART and BART to East Bay, so I get home much later than if I drive. So my only concern on parking is the expense on weeknights when I'm trying to get back before too late.

as a single driver - the time I save driving - and the convenience of having the car when the game is over - is the reason I drive. There have been extra inning night games I would have to had to leave early had I taken Bart (or would have to taken a Taxi home) Public transit is not a real bay area option yet - I am hoping that this chnges - but I do not see it happening any time soon...

t is not anymore difficult that other major league parks, with the exception of 3rd ave south of the stadium. I do try to stay away from here. It seems to be the largest concentration of cars and can delay movement for quite some time. However, just a few blocks north of the stadium, there is plenty of free parking, if you take the time to look for it. I have visited the stadium many times and now know where there are good locations to park.

he train takes 1 1/2 - 2 hours each way.Driving is 45-60 minutes,I would rather drive.

one

affic is a pain - mostly due to the people selling tickets to people in cars - they stop in the middle of the road to buy tickets from the treet vendors and keep everyone waiting....

'e are from out of town, did not know how the public transportation worked or how much it cost, could not tell what train was going close the park, hotel was only a few miles away, so we walked.

ith kids it is easy to drive and park, they tend to fall asleep on night games.

om a senior citizen perspective ,safety in travel is a major issue . At this point, travel by car is far safer than public transportation eknight, weekday and/or weekend! Travel by car also provides me with additional flexibility from my job to the games!

eet parking, then walking is a great way for us to get to the park.

e removal of parking lot B made driving to the ball park very difficult. ingress and egress suck now.

ould take CalTrain more often if: 1) There was room on the train: Friday nights are jammed! 2) If there were more express trains after nt games. I always stay for the whole game. And, the times I've taken the train, I've never been able to catch the express It takes r an hour to get to San Carlos when it makes all stops and it's standing room only most of the way.

If there was a discount for Bart for Giants fans I would probably use it more.

I've been a parking season ticket holder since the ballpark opened in 2000 and slowly but surely the parking situation is eroding. Driving to AT&T is much more desirable because of a disability I have, and being able to park nearby the park (lot A) minimizing the walking distance since it is difficult for me to walk long distances. Also, the parking fees are a bit high even for season ticket holders. However, I would not want to see less parking available for loyal, Giants season ticket holders.

Driving is much more cheaper and timely to do than public transportation. To give you an example, taking Cal Trains from San Jose to San Francisco, the trip takes at least 90 minutes (my average trip is 45-55 minutes even during rush hour traffic). I can drive from San Jose to San Francisco and park my car in half of that time. With where I park on the street, I also currently pay nothing in parking fees, and I save over $500 a year by not paying for parking. So my only real cost is gas which is still cheaper than the cost of a train ticket. I do recognize that those spaces are going to eventually disappear. Most likely I will cancel my season tickets when those spots disappear because it will become too expensive for me to attend baseball games. Also for me, my time is valuable, and to spend at least 3 hours on a train from San Jose and back again is way too long. Cal Trains needs to seriously change how they do business if they want more riders from the south bay. I was totally turned off to Cal Trains when I experienced the 3 hour one-way trips to the park, and though Cal Trains has improved their time, the effect on me was that Cal Trains lost me as a customer back in 2000 because of those long commute times Also, I would recommend somewhere in one of those current parking lots that you build a huge 8 to 10 level parking structure. That is something that will accomodate the further loss of current parking spaces and allow you to charge people for parking who may want to park there during the off season and take muni into fisherman's wharf.

Public Transit Rules! Also, I don't think the wording of your question no. 12, above, makes sense. Not sure what I'm answering there. And 14 requires an answer for "Weekday" even though I never attend weekday games, and 15 requires an answer even though I don't change my method of transportation depending on start time or day.

By limosene. Please send the special ticket discount offer to collector94577@yahoo.com

one hour there/ one hour back by Bart longer by car

No.

o

he train is a great way to get to and from the park from where I live. We had to take a car to the last game we attended though because e had our dog with us.

'e try to take MUNI as often as possible, but when I work until 5:00 p.m. it takes too long to get there on MUNI. The service that MUNI fers to the park is very good; it's just that during the commute times it takes a lot longer. We always get to the game as close to when e gates open as possible and we don't leave until the end of the game unless we have another obligation. We used to park in the paid rages that are several blocks from the park, but they are too expensive now, so we park where we can on the street when we drive. e walk several blocks to the park when we drive and when we take MUNI we usually walk back to Market to get our bus. For questions & 8 we already are carpooling and if MUNI was an option for those games when we drive we would take it, so we would have no other oice than to go to fewer games.

eaper parking!

nday meters are free, I allways do that. We look for broken meters and obscure free parking. We allways park near Bryant. We take lic transit so we can drrink and not drive. If parking gets worse we will park farther away and bike or walk into the ballpark. We dislike lot parking, getting acrros MCovey Cove after game is CRAZY not worth parking any lots. Sometime on hardest days of parking ( ekday and Saturday) we pay at the pier parking lot. Public Transit takers to long to get home. Driving average time from Martinez is 45 to game and 30 min. after game to get home. Get a better team!

nuch easier than Candlestick!!

's the problem with BART and the MUNI Light Rail: Leaving the game. The Light Rail is a sardine can. Upon arriving at arcadero Station after the game, one sometimes must wait 20 minutes for the next train. I think late at night, on a weeknight, it can nger. That's intolerable for children and young teens. So we drive whenever possible. Plus, 4 times a roundtrip fare is nearly $30 RT it. It's more convenient to drive.

our house there is no public transportation, - BART from SFO ends too far from the airport; CALTRAIN from the Peninsula takes a me.

se of the ages of my family members - very old & very young - travelling by car is far more convenient

I thought $30 00 for parking was outrageous I will never park there again. Even parking in Lot A, it seemed like our seats were a mile walk from the parking lot. I think that due to the sub par parking situation, I found my experience to be very family "unfriendly".

I prefer to take caltrain to the ballpark. When I bring my entire family, I usually drive as I have small children. When I go to the game with friends I will take caltrain. The Ballpark Express that leaves 15 minutes after the game is GREAT!!

I try to avoid weekday games because BART and Muni are not the best way to ge to the park. There are too few trains causing too much congestion. Plus the prices are getting too expensive. I would rather drive four people all the way in and split the cost in gas.

its getting harder and harder to park. I wish bart was closer to the park

Getting to the park is easy, however getting out of the park is cunfusing and changes everytime I go to a game. Easier access to the bay bridge would help.

The parking lot at Bryant and Embarcadaro is great. Easy in and easy out to the bay bridge. I will usually find a meter and pay for any hour or two on night games. It is very organized and easy when you take MUNI.

If the city continues to financially burden the customer with outrageous parking fees the Giants and MLB will be the ultimate loser in this business arrangement. The parking fees for games at ATT park are expediential and the most in MLB. This is just another poke in the eye for the customer.

I think if a weekend game is going to start at 7'ish, how about considering moving up the start time to 6:15 or 6:30. I think people using public transit would appreciate getting home earlier since so many live far away

7:30pm start time would be better than 7:15.

t was great getting into the parking - getting out and being directed into the Portala Hill district to find the Bay Bridge entrance was not reat

personally think the ferry is the best method as long as you can find a good seat. Coming to the ballpark is wesome!!!

None

Elimination of ballpark parking will ultimately change our decision to renew our season tickets.

Usually take BART. This game was Brother Can You Spare a Dime from Napa Now live in Minden, NV. Don't remember seat number (I guessed)

Bart/muni is way too slow-1 hour and 15 min. I can drive in 15 min and then walk 4 blocks. Too tiring to spend 3 hours going/coming to game. And I don't have the time. Plus, Muni too crowded, too slow and not enough air.

Have been a season tickey holder from the beginning . Would consider giving up tickets if parking lot A or suitable parking was not available. Pier parking is not considered a viable alternative Again I would give season tickets if suitable parking not available.

Caltrain works quite well.

With parking prices continually increasing ($30 to $40) in the immediate area on weekends the luxury to drive on a regular basis will be lost.Street car is a great option when time permits. Taking young kids to a game while negotiating time for Muni, arriving early for BP... may become more work than its worth... Game starts at 12:35 must leave 9:30am and with3 hr game return home at 4:30pm. 7 hrs is a long day. Added commute will be a factor in getting rid of bleacher seats resulting in less games attended as well... Especially if Bonds is gone and we are not .500.

I like the convenience of Caltrain. It is cheaper than driving and then walking to the park from the parking lot or garage. The train seems like it is used by many people coming from the south bay. Maybe Caltrain needs to put more cars on the train on game day.

I have season parking because my partners often come from the Penninsula, from work, though they live in SF as I do. I appreciate having the option to take public transportation, but admit I love the convenience of a car when leaving night games to get home in a very few minutes.

We were on the highway and missed the last cut-off to the park. There was no sign on the highway and we ended up on the Bay bridge and ultimately, Oakland.

come from out of town to see the games. If I am staying in the city, I will drive to the hotel and take muni or a cab to the game. ypically on the last day of my trip, I will drive to the stadium, park at UCSF, and leave for home from there. If I am driving up for just one ame, I mostly park at the dublin/pleasanton bart station and ride in from there. Occasionally I will drive all the way to the stadium and ark at UCSF.

rt system is a great way to get there. The walk is approximately a mile from the station to the park and goes really fast.

king train to AT&T is great. Taking it home stinks. That is why I drive. We need more trains going out, leaving quickly. I wait an hour r the train for it to leave. Can't do it!

n from Pittsburgh, PA and was in Sacramento on business. Since the Pirates were playing the Giants the same weekend, I could not ist attending a game. Arriving in San Francisco from the Bay Bridge, I'm assuming we missed a turn for AT&T Park since we seen the dium from the bridge. We turned around and headed back to the bridge, upon this journey we did see a sign directing us to take 4th 7th street exit. We took 7th and followed some signs to the park. We also followed a picture of a baseball that pointed to parking ight ahead (which we found none) we headed back to the stadium and only found one lot (I'm assuming it is one of the Piers, but I 't know which one, it cost $20 and was past the stadium). My comments are for better signs for the park and for parking. Also, what the chances I can get a "I was there 758" button because I was there but I had a 0600 flight on Saturday morning and therefore could pick up my own & have my tickets stamped

rain could doa better job of being on time for games when the time of the game has been changed. More frequent announcements d be appreciated for the train users when and or if a train is delayed also.

I is a mess. Ticketing is a mess. Wait in line to get a ticket, wait in line for a ticket back. 5mph, stopp, open doors and wait .. but 's nobody there. The return is a mess. 20 minutes waiting for trains to get through traffic, pedestrians, and red lights. 10 minutes ng to stuff all the cars, 5mph back, being slammed around by the jerking stops...then, dead stop at the entrance to Embarcadero n and wait for another 5 minutes with no air to breathe. I'm disgusted with what MUNI calls "mass transit" and their HORRIBLE ing. Everyone that had ANYTHING to do with the situation is INCOMPETENT and since the very same people who created the would be the ones to correct it, there's no hope for improvement. As original Charter Seat Holders we have exhausted our ice. This year will be our last.

in is great, love it!

We drove because we had a handicapped person in a wheelchair Parking next to McCovey Cove in the handicapped area was very convenient although $30.00 is quite steep. We normally ride Caltrain which is the best mode of transportation for us.

I like that it is close to public transit. Too much traffic to drive, and parking is both expensive and farther than the streetcar/metro It's great to have that stop out front--I wish more people took public transit! Close to game time, it would be nice if they ran more trains though because they are often packed.

I think the options are great. I did use public transportation after the game to go to Alcatraz. The time it takes for the F train can be ridiculous. It is very easy getting a Muni to the Embarcadero station. Cost of public transportation is great.

the muni ticket sellers should be at the embarcadero bart station earlier and on a consistant basis before the games so i can buy a transfer each time i go to the game. their presence is very irregular it is very helpfull when the muni people have an attendant on the platform after the game. many times when people get on the streetcar to leave, they stop at the door, and alot of space on the streetcar goes to waste because people won't move to the middle of the car

I try to always take the ferry to the ball game

We came on an early ferry and then took the muni to the ballpark. We returned on the Ferry. It was very convenient. The hardest part was figuring out the Muni system since we were not from SF. There were maps but no instructions on how to use the system. Were we looking for a bus stop, a subway, a train station?

think parking lot at ballpark is really expensive.

s not fun.. parking is a nightmare and getting out after the game is worse. would love to know how to park elsewhere in the city and get ublic transportation to game. being an out of towner, i dont know even where to begin on catching a bus to the park. Maybe att park can ake avail a parking area that is away from the area to park with shuttles to and from the game. (On the same lines as the larksper rry ) there has been a few occations that we have gotten to larksper and the giants ferry has been sold out. had to drive in. again, NOT UN!

n familiar enough with parking patterns to pull of street parking when needed. I have friends at the park who also have season tickets, it they buy parking. Some have said if the A lot closes they may drop their tickets FYI.

would have been nice if the Golden Gate Ferry schedule would have changed to accomodate the change in game time on 8/12. As is is, those who took the ferry to the game missed two full innings.

u are way over charging for parking. It's a sad day when you pay more for parking than a seat in the blechers. Mr M had better get the ces down on alot of things in this ballpark..

ve patience and know where you want to go.

h there was more parking north of the ballpark.

to park for just 4 hours is expensive. I would like to go more often, but all other travel methods would extend the day or night siderably and I still have to drive and pay for parking.

e taking the train!!!

ng $20 for parking add's up over the course of the season. There is free parking options, but your vehicle is at a greater risk in those s. We live in Santa Rosa, so the ferry is a good option, but it takes too long to get back. The overall cost of the experience at the has increased so much since we first became season tickets holders when the park opened, so this year might be our last for awhile ason ticket holders. Spending a minimum of $75-$100 for two people to go the game from where we live has just gotten out of hand ve the park, love the Giants, love the city, but we can't afford this anymore.

y like the many choices. Because I'm fine walking, I would ask that you not try to control the traffic with $$$. Just give the great ', CalTrain, Ferry, MUNI coverage and people will work with it. I only drive because I work ~8 blocks away.

sually park in Shed A if a parking pass is not available. We do plan on using Cal Train to offset the parking cost and "less polution". e games on weekends are planned with trips visiting other SF sights. I would love to use Bart if it was more south past Daly City' use Bart for all A's games!

Park·ng was not bad, but parking prices are I'm coming from the Sacramento area & it's easier for me to drive my own car. I do have a complaint about the displayed price of $10 'early bird' special on the sign in lot A. It's very misleading & limited info I had to ask what time was considered 'early bird' I was told the cut off time for the 'early bird' special was 9am. Please provide a discount opportunity for parking prices.

I work in San Jose. There is no way for me to get to a weeknight game on time with my husband who works in Newark other than by car.

Thak you for putting the N Judah back and having lots of shuttles to Embarcadero

Caltrain would be more inviting if it had more options. In other words, smaller trains, more often. Right now, there are only two choices. I would definitely use them exclusively, if I had more options.

came for dog days. love it. thanks leslie - dog days coordinator...

Because it was the Dog Days of Summer game, and we had our dog, we chose to drive our own car. Since we got there several hours before the game started the traffic was fine. However, the parking in the lot we chose was $30. It was one of the closest, and with the dog, we thought that was the best choice. But $30 is very high. Another patron who parked in the same lot asked me how much I was charged because he thought he was being taken! I thought $20 was high but thirty is unreasonable.

by getting to the city about 2 1/2 hours before game time, we ususally find a spot to park on public streets west of the train station. It then takes about 15 minutes to walk to the stadium, well worth the $$ charged for parking near the stadium. on a couple of occasions, though, we have parked near the train station in palo alto and taken the train to the city and walked to the game. i find the available public ransportation very accessible and convenient to use. I

Connecting from Bart to Muni and reverse. Muni does not run enough cars and cuts off too soon. If you stop at The Dugout, etc., onnection to BART becomes a problem. If you leave immediately, the Muni is so packed you are jammed in the car.

ove walking...

arking and traffic around the ballpark have become ridiculous. If the T line was more reliable, I might consider taking it -- but I'm not nvinced that I won't spend more time waiting for the train than it takes to drive and park.

t A is hard to get in and out of, even when we have free parking in that Lot we park elsewhere.

ically pretty easy...

2 from San Jose is nice. We arrive early to enjoy nearby bars/restaraunts

Wdrive coming from Marin. The ferry simply adds way too much time or we would do the ferry. It leaves 20 minutes after the game ar agaln, it's too much extra time. We are almost home before it leaves the park. Lot A has been one reason we have enjoyed our ex rience at AT &T. It's one of the perks of being a season ticket holder but if it gets too exensive, we will go to less games and we wo t buy the pass at all.

ain fare is getting too expensive. Please get them to lower the price.

ut sucks. Hard. I am from London where I used to hold season tickets to a local soccer team, and almost always took public transport ve though I live less than 8 miles away from the ballpark, I have even walked home before taking Muni. The service takes an hour from all rk to Sunset, where I live. I would LOVE to take public transport, and if there were some way to complete the journey in half an hour r er, by using limited stops and more trains, then I would consider riding. But at present, am so dissatisfied with having taken Muni r t last two years that I recently bought a car for exactly the purpose of not having to use/rely on Muni. I am sure it is discouraging AT users as well.

ke cab.

ne y, we just prefer the quiet time to talk and becasue we park in lot A and buy passes at the beginning of the year we've already had pa or parking so why would we take public tansportation in additon. Parking is already rediculously priced and we hate it everytime go The cost of going to games is very close to out of reach for us and we are stongly considering giving up our season tickets in the ne

The ferry is not really a great option for people in Sonoma County or even the northern parts of Marin. An hour and a half after the final out, you are only in Larkspur and still have a long drive after that. It's at least twice as long as driving. Further, even with the hideously expensive parking prices, you don't really save any money. If it's more than two people on the ferry, you are actually paying more than parking and bridge toll. Going to Giants games from the North Bay kind of sucks. Meanwhile, family and friends virtually anywhere else in the Bay Area hop on quick and convenient mass transit options. Parking prices are horrible. Awful. Terrible. Hideous. Street parking is all but impossible to find. I can understand how private companies want to set horrid prices in an effort to rake in as much money as is humanly possible, but it's really difficult for people to afford to come to games. Getting to the game is sometimes far more expensive ($45 for parking?!?!) than actually getting INTO the game. WTF? Something needs to be done. I can't ride a freaking bike from Petaluma and the ferry only saves money if you are alone. And you can get a ticket. That's another issue -- I don't think MUNI, BART or CalTrain "sell out."

Need more parking at a better price so tailgating is a possibility. Tailgating is a great activity that has become almost impossible at AT&T Park. Pier 30-32 are not an option for tailgating. Much too far away. Lot A should be available to all not just seasonticket holders.

Access by car is very important. If access becomes difficult we would consider giving up our season tickets. Also, now that day games have shown not to be a traffic problem, why not get agreement to schedule more.

t takes us about 1.5 hrs to get to the game. 2.5 hrs to get home. It is a night mare getting out of the park from lot A-------You need more ate to leave or the ones you have need better control. We have taken the Bart @ times but since they no longer run on day games we re forced to drive as there is no other way to get there from the north bay. When taken the BART it makes it a 10 hour day for the game-ounting wait time. OK if they win---------

here is not a good public transportation alternative from the south bay, it is fastest to drive

almost always have no problem going to or coming from a game at AT&T park. I usually leave early & hurry out as soon as the game nds.

educing the number of parking lots are making very costly and hard to psrk. Coming from the south bay on teh train takes to long on a chool night or weeknight game.

e Muni / Metro system can be greatly improved. It seems they could run the trains to AT & T park every 10 min. That would keep the tforms from overcrowding and keep people moving. In the past the metro would have 6-9 trains go out of service in a row and then ve three trains go through to the park. Spreading the trains out would help a lot.

nsportaon there whether by car or public transportation is actually really convenient and usually very stress free.

Parking is a rip-off. We are coming by private car from Sonoma County, there is no public transportation from our area to the games. We thought last year was high at $25, this year is $30. I doubt that we will be back. Besides ticket prices and cost of items/food at the game, the parking is just too much.

Public transportation is cheaperand hassle free as far as parking however, your return trip out of S>F will take much longer than if you drive. Waiting for the train to leave is a bumper and having to deal with all the loud and sometimes drunk young folks is a drag especially when you are with young children.

there is no easy way to use public transportation from the Half Moon Bay area. on the week-ends we occasionally take bart from Daly City because we have the time, but we can not do that on week nights. the parking at the park is becoming too expensive and scarce along with the rising ticket prices. we have found a peir just past the park on the embaradero that offers parking for 20 00 (the one that offers a car wash and parking for 40.00) as long as we can continue to park for that price, it is ok.

The fans attending the games usually work something out and all is well until agencies get involved and try to take control -- The people with the profit motive or bureacracy obsession usually ruin the experience. Just leave things alone.

Cheaper to drive and park than to take public transit for three or more people in the car.

Bike ot needs to stay open 45 minutes after the end of the game. Bicycle Parking needs to be provided at Dugout Stores. There is no safe place to lock a bike to go in and shop after a game.

Caltrain has become unbearable. There is too much drinking (adults and underage) and not enough cars to accomodate the ridership. I have chosen to drive and pay the extra cost of gas and parking to avoid the horrific experiences of Caltrain.

There should be dedicated ferry service during weekday day games.

Driving from the Peninsula is easy and efficient for me. I will very disappointed if parking is not near the ballpark as I need handicap parking. Lot A is perfect, congestion with traffic and parking at the Piers makes for chaos. Giants should do a better job with traffic flow in and out of the park so the Lot A folks can get to the game and home safely. I have heard rumours we will have no parking lot A after 2008, Giants and SF need to figure something out fast. Unacceptable not to have parking near the park for Season ticket holders. Thanks

walk

getting to the A and B lots is a pain in the ass. I park on Townsend. It's worth the money

It is usually pretty easy to get to the ball park. The worst problem was when the SF Marathon was held before the game.

Muni should run a few extra busses on the 30, 45 and 47 lines for night games. Its a long cold wait sometimes

$30 to park is already expensive

I travel from Morgan Hill. I take highway 280. I do not take Caltrans. The train is too slow and takes too many stops.

The park is very accessible and had access to many different bus lines.

No problems here.

The N Judah has been restored from my stop on 48th to the ball park after the astounding experiment stopping the N at Embarcadero. However, the return for night games is not suitable for a woman alone. I have been dumped at 19th and Sunset too many times to take the next train. I now drive to 6th Avenue, take the N and then N back to 6th and drive home where I can enter my garage safely. What MUNI puts on the sign at the ball park should be the location where you are deposited. Also, my last game was Tuesday but it was not a choice. I used this procedure both Monday the 6th and Tuesday the 7th but did not go tonight--if N was more reliable, I could go to the park conserving both my energy and the world's.

Since all parking spaces are essentially the same and the season holder is required to purchase them all. I have a GREAT idea about how to create more parking at the park. Maybe you'll contact me if you'd like to hear it.....

I hate the 4 PM day games and the 6:00PM Weekend games BAD TRAFFIC BAD WEATHER AND CRAPPY WIND IN THE FIELD AND BAD SUN FOR THE BATTERS and OUT FIELDERS GET A DAMN CLUE WHY DON'T YOU??

GET MORE PARKING!!!

We find public transportation is usually reliable and for us it beats driving and parking. We generally go to games when the ferries don't run.

Three of the four parking meters at the San Carlos train station are usally not working. The number to call (posted on the machine) does not accept voice messages. This tends to discourage people from using CalTrain. Dumb questionarre with respect to items 14 and 15 There should be a choice of "No" for 14, and 15 should not be mandatory if 1 is answred as "No".

Parking is already expensive. If it gets more expensive I probably would go to less games or sell my rights.

MUNI is such a dissaster that I never take it. I guess that I souldn't complain about the walk becasue it is beautiful and healthy, but sometimes when I'm late it would be nice to use MUNI, unfortunately I rarely do because those in charge cannot seem to understand that on game nights there will be an increase in MUNI riders and add more trains. What is the point of standing in the dirty rail station for 10 - 15 min with a thousand other people when I can walk and get there at the same time? That's my rant... I HATE MUNI

Because there is no more parking lots available, it is cost prohibitive to drive and i am left with fewer options. It feels like a bit of a scam to sell off all of the lots.

None. I have always found appropriate parking as long as I plan ahead and get to the ballpark at least 1 hour in advance.

We have taken the ferry on occasion but almost missed the start of the game last time (during the 2006 season) and so haven't taken it since.

Since I work in the city, I often walk or take Muni to the park, and BART home for weekday games. Depending on how many of us go, or we are going early for a special event (like Sunday's Plate-to-Plate, or a give away), or if we want Sunday Brunch near the park first, we may decide to drive. We do not use Giants parking - too expensive. If city lots are developed, it will further limit street parking, but otherwise will not impact my habits much. I'm sure those coming from South City and the Penninsula will be impacted the most.

I would like to voice my extreme displeasure with the amount that I had to pay for parking. ($30). This is outrageous. It's more than the cost of the ticket. I was there for the Plate-to-Plate run and wasn't sure of where I could park. So I just figured I had to park in one of the lots because I didn't want to be late for the run. But to charge $30, which is more than the cost of the ticket, is unbelieveable. I know you may have no control over what some parking company charges, but if you did not contract with them because of their costs, maybe they could either come down in price or you could get another company. I can't believe a $30 charge for parking. I will definitely seek out other areas to park in if I attend any more games. I feel that you obviously don't care about my parking costs otherwise you would have done something about it before now. I usually do not attend the games and this is another reason.

Parking lot A seems to have gotten substantially more difficult to get out of at the end of the games. Something has changed in the past two weeks to make it almost as bad as Candlestick. Last thursdays game was tough but I thought it was all the school busses but Sundays was just as bad. Both days I was only about 7 cars from the side entrance on the Bay side and I didn't move one car length for over 45 min. What's up?

Waiting for the signals to cross the street are too long since the sidewalks get jammed up with people - not too safe.

It was difficult to find a lot other than A to park in . I dont no if you changed it but i rmemeber that there used to be other parking lots that cosed less than 30 dollars.

1 Bart, Ferry 8. Pay More,Take Transit

I tend to drive, especially to night games, since it is difficult to deal with Muni bus lines after the games as they seem to run on a night schedule (longer time spans btwn buses) than a special event/commuter schedule. It seems to take less time to get home when driving even when I have to pay for parking in a private lot and fight car traffic. When travelling outside of the city, I've had positive experiences with the street car and CalTrain after the game.

Caltrain is the easilest.

Not it is best!

There are only two of us we take bart and walk from the Embarcadero station. If there are 4 or more or someone has trouble walking we drive and park on the street and walk about 2 miles to the game. We do prefer bart but had children that could not walk two miles on saturday.

I would like to see a train that gets to San Jose faster. The average time I get home and that is taking the San Carlos express train is about 1.20. Maybe a train that leaves in the ninth and the one that leaves at the end of the game. I work early and when the game goes late I get home sometimes to late and does not make me want to go to some of the night games. or maybe a train that leaves 2:30 after the first pitch regardless of the inninng.

None. There are many options to get to AT&T Park.

Yes. It's absurd that BART has so few trains on Sunday. Last June when one of the biggest series was held at the ballpark against the Yankess was also a weekend where there were other major events, like the Pride Parade. And BART had fewer trains than usual!! BART needs to step up to the plate and deliver more trains, not less, if they want people to consider it a worthy alternative.

Caltrain is very convenient. I wish there were Express trains on the weekend...not just the San Carlos Express return.

IT WOULD BE NICE TO HAVE SOME WAY OF GETTING INFO AS HOW TO TAKE MUNI FROM CALTRAIN STA TO ECOND ST ENTRANCE AND BACK AND THE PRICE, CAN'T SEEM TO FIND ANT INFO OR ONE WHO KNOWS. I'M 82 YR OLD CANCER SURVIVOR AND HAVE TWO BAD KNEES AND WALKING THAT DISTANCE IS A CHORE.

I liike the convenience of having my own car but parking around ATT Park has definitely gotten more expensive depending what team/event is going on at The Park. $20.00 is usually my limit to park near the Park. I like to take public transportation whenever I can. I would like to take the Vallejo Ferry but its hard to take it during the week and unfortunately it does not dock at the ball park all the time. I would take it more often if it did.

Parking prices are horrendous close to the ballpark. We parked 8 blocks away and still had to pay $15 to park for a few hours... if you could make a deal with local parking garages, $5-$10 would be a reaonable price to pay to park.

I love the park. Hate the parking.

No Comlaints

iding the train is too difficult because there are not enough cars to support the number riders - it is too crowded and takes way too long you live down in the peninsula.

e Ferry was great! Had a wonderful experiance.

I ave taken BART to the park in the past, however, with the number of games I attend a year, the extra time it requires to take BART kes it too difficult. I can make it door-to-door after a game by driving in under 40 minutes. With BART it's probably another 45-60 utes when you factor in the wait time for trains, parking at the BART station and the ride to/from BART on Muni. We are only able to nd a significant number of games because of the knowledge that we have an waiting space in Lot A.

Th city of SF should accommodate parking for AT&T park as we are supporting the Giants in SF. Allow street parking on game day, not 2 parking as it is expensive to go to the game and to purchase food and beverages so we are already supporting the giants and the cit of SF

Pa ing has become increasingly diffcult. If this continues I will be considering the new As option in Fremont once the park is built. It shouldn't be thi diffcult to park for a ball game. Especially after I driven 1+ hrs in commuter traffic.

Wh I prefer to take CalTrain, it is not always possible for me to do so during the week. I already consider $20 parking to be too xp sive. If parking availability were to decrease, resulting in the cheaper private lots to become more difficult to access, it would have n pact on my decision for purchase season tickets in the future.

s sy to get to; we usually go I80 to SF. If parking goes ANY higher, I will quit buying tickets completely.

tfi to the Park is easy. Parking is not bad either for me but it is costly if I choose to park in the China Basin building as it is $35 ely However UCSF is only $20 and it is only a 15 walk which I should do more often as I could use it. There seems to be plenty of rki there every game.

ue ion 4 there was no choice for the Bay Link Ferry. That was the ferry we took

an 's fan, i only came to the game bc my company had tickets...not very good seats that price.

I always take 280 and avoid 101. It's usually a breeze.

Muni takes too long, up to an hour and a half. There should be ballpark express buses as there used to be to Candlestick.

There should be less traffic as the Giants continue to get worse and less people come to the ballpark.

BART/Muni is easiest

Driving has become very expensive: Price of Gas and $30 for parking. Caltrain is very inefficient and crowded, I take Caltrain to work, as a commuter I know Caltrain, as a baseball fan I am concerned about my safety on the train (fights), I am concerned about leaving my vehicle at Caltrain lots (break in in 2002), I am concerned about parking lot safety (SSF Station without lights in 2002) Many of the passengers on Caltrain for games do not have train etiquette. I can drive home to South San Jose in less time that it takes to take Caltrain to Milbrae. I attend less games since lot B size was reduced. I tried Caltrain (I rode Caltrain in 2001 - 2002) again, and it is worse. Three consecutive Fridays this season I watched fights on the train. The last Friday, I watched the conductor stay by the door while passengers were challanging each other to fight. I went back to driving. Based on my experience, Police should be at every station, I have had to wait at SSF on the train for the police. Currently I will not go to game by myself (I would use Caltrain if going solo), after 3 Caltrain games, I now go only if I can get someone to drive or I drive us up. I didn't go to the Aug 10 game, but that was closest to my last attended game. I can get around the high prices of food at the game by bringing my own. I deal with high ticket prices by being a season ticket holder, now I am being challeged by the high costs of transportation to the game: either I drive and pay those costs or take public transportation and spend an extra two hours getting to and from the park. Attending games is morphing into: spending 2.5 hrs driving to and from the game, $30 parking, sit in uncomfortable small/hard seats and pay $9 for a beer and deal with the crowds, or stay at home and watch the game on TV with a full fridge across the room and a toilet down the hall. I hope the Giants recognize Caltrain can be a bad experience, so can SF Light Rail.

public transit option from locations in San Francisco are excellent. I would never consider driving to a game.

take the ferry TO night games, meet my husband, who drives, and return home by car, so I am not using public transportation for both directions.

we always take the ferry from Alameda, it is by far the best choice. We would never drive. During the All Star week, we took BART and walked from Market Street.

We would have taken BART, but found the Dublin station closed. Then we couldn't find the Castro station, so we drove on. Parking wasn't bad when we arrive, but leaving the stadium was a nightmare and we left at the 6th inning. Can't magine what it would be like at the end of the game. Weird way the signs direct you. Won't do that again.

We try to take public transportation (bus or taxi) as often as possible. Weeknights, the games end too late and it takes too long for the bus and the lines for taxi's not very well organized, so we drive and park on the street.

Better food choices getting tired of the same old vendors. It really is getting too expensive to even go to games anymore with food and transportation

WHY DON'T THE GIANTS JUST BUILD A PARKING GARAGE WHERE PARKING LOT A IS.

If parking prices get too high, we will find a way to park for free. Free parking is still find-able in SF

It's easy to get to but I don't park in the lots anymore. I park across the street in public parking which costs about $25 to $30.

Unfortunately, living in Roseville (110 miles), driving is our best alternative as time is valuable. Once in awhile we stay with friends in the Peninsula and take the train. Although I've tried other options rather than driving all the way, (BART from Martinez, Ferry from Vallejo, etc. from Larkspur), the reason I don't is because of the time element, especially going home. Driving, I can get home to Roseville in about 2 or 2-1/2 hours after game ends or maybe 3 for a weekday game); public transportation takes me an extra 2 hours Yesterday it took me 1.5 hours to get to the ballpark (I left at 8:45 am and got there at 10:15 - early to avoid the Berkeley traffic bottleneck). Coming home, we left the Beacon Garage at 3:15 and we were home at 5 pm. It would have been almost 7 if we had parked in Martinez and taken BART. If the Vallejo Ferry went direct to the ballpark, I might reconsider it on the weekends. (For No. 5 above, I'm not sure which I usually park in the Beacon Garage on Townsend St. - I can get out of there and onto the Bay Bridge 20-25 minutes after game and if I park across O'Doul Bridge, it would take me over an hour to get to the BB). The traffic through Berkeley is usually my biggest problem. By the way, on Sat. 7/28, 6 pm game, it took us 3.5 hours to get there because of the traffic from El Cerrito to Toll Plaza Now I know why I don't go to Friday and Saturday night games (after, we got home in 2 hours). I liked having the game at 12:05 yesterday and like to get there early anyway but it was nice to get home and still have the whole evening ahead of us. I definitely would take public transportation if it were more convenient and more direct (PS, I stayed in the Peninsula during All Star Week, took CalTrain and it was wonderful).

vallejo ferry to ballpark and more night game pick ups at the ballpark.

I have no problems getting in or out of the park or the city. I am a pro at it. Jeff

Caltrain is very convenient during the week. They need to improve their weekend schedules by providing more baseball trains. It is sometimes necessary to stand all the way from Redwood City to SF on weekends.

It is great taking Muni to the game, but coming home is a different story. It takes 3 different trains to get to West Portal which takes almost up to 2 hours sometimes.

We used to drive to the park and park somewhere close along the Embarcadero - however, as the years have passed, they've jacked up the price for parking on game days to unreasonable levels. So now, we either take public transport, walk whenever possible, or share a taxi.

Keep it up - we love parking in the lot down the street it is convienient and easy in/out to go back to sacramento.

From Petaluma, mass transit options are pretty limited. Ferry service can be difficult - especially if one doesn't want to take the ballpark ferry. Navigating through the city can be difficult. We find parking in Stadium lots A & B to be difficult to get out of after games.

Getting out of lot A can be a real pain. the problem seems to be with the light at 3rd and King. I have sat through two change of lights and have not moved because of the trollys triggering from the other direction. people sit in that lot way too long. you need to help us get out and into the flow. once we are over King it moves pretty well all the way through downtown and home. Thanks.

Allow at least an hour in order to get to the park almost hassle free

Getting to the city was a nightmare this past weekend. It took 3 hours from Sacramento on a saturday with no accidents causing the traffic. The Giants should consider playing games starting earlier around 11 on big tourism weekends especially when playing an east coast team where it doesn't foul up TV schedules.

Keep the J Church line going to the Ball park.

Discounted Bart fare if coming from East Bay and discounted or free muni fare.

On dog day, it is hard to take public transit to the game because the public transit will not permit dogs on the trains/buses. Otherwise, it would have been a much better and easier option.

Caltrain is great, but more trains or more cars with each train is necessary

consider staritng evening games at 6:45 or 7:05PM to give us that live more than an hour away a little extra time to get home

It's so easy on Muni. But more cars need to be added - it was very crowded and we waited past the first couple of trains.

parking is ridiculus how the price can vary by day, time and even change hourly on a day.

attend games on Sundays so i can park on the street for free. I ocasionally take the Vallejo ferry.

Need more parking options. Public Transportation from the North bay in poor. Getting rid of lots B and C was a very bad decision.

love taking the ferry from Larkspur However, sometimes I take the regular ferry to the ferry building and walk to the ball park because the "Giants" ferry often gets to the ballpark 15 minutes before gametime and I like more time before the game.

Recently when taking bart last year the n judah/caltrain/etc muni had lots of cars heading toward the park this year it seems like we have waited a long time for a pretty full one to show up.

Concerned of parking and lack of spaces will greatly effect my attendence to the games.

For how many home games there are during a baseball season, the surrounding parking prices are ridiculous. We pay that much for a Niner game and they only have 8 home games.

We live in the Monterey Bay area, so it is most practical to take our POV. There is no quick or easy public transportation from Monterey to SF. However, there have been a few times when we actually spent the weekend in SF and then used the BART to get from our hotel to the ballpark. We do use public transportation and carpool when at home in Monterey.

Re: #7 and #8; should have another option listed "Some combination of car and other", for exampe, coming from Sonoma County, if parking is tough near ballpark I will drive just past GG Park and catch Muni Metro to be dropped off at AT&T. Or maybe will drive to the Ferry etc.

Stadium parking is rediculously expensive and difficult to exit.

No problem time wise using CalTrain getting to the ball park - the train is used a lot by people in this area to get to the ball game so it can be full almost all of the time.

I will be able to use the T up third street if parking becomes impossible by the old golf driving range (which I think it will). It is bothersome that there is ample street parking but it is all marked one hour parking only. That is so wrong! And if people are going to park there...issue tickets! It is so unclear what's legal and what is not.

It is getting more difficult to find street parking. I have to walk further than I used to.

The ferry is nice, but the schedule does not always fit. I have never riden the ballpark ferry, only the regular larkspur ferry. leaving 20 minutes after the game ends does not work when you have to be at work the next day.

It is easy to get to the part, but on street parking is very limited and paid parking w/o a permit is also very limited and expensive. there is a definite need for more non-permit parking at a reasonable cost

Parking lots cost too much and publice transit is not always easy, simple, and can take a whole lot longer than driving

We can't take the A T & T ferry to the ball park if we want to get a give away. (bobbleheads, etc) We have to take the earlier ferry at Larkspur at 9:40 for a early game. Saturday we learned a very ugly lesson. When we got to the park wqe wnet through a stall that did not have the snoopy bobbleheads still and the other stall people would not give us one even though we got there before the people that were still going through their lines and had got there after us. We took the earlist ferry and got to the park as soon as possible. I felt the person who took my ticket should of told me if I wanted a bobblehead to go two stalls over and get in line there as they were out, but one lady was kind enough to tell us and the other stall personnel would not give me or my husband a bobblehead.

Love to ride the ferry

Park for free, so some of hte questions aren't appplicable.

Due to prejudice against dogs I was not able to take transit for saturday'a game

This trip was unique because I played golf at Harding Park before the game, so driving made sense. Plus I got a free parking pass with the tickets that I bought for this game. I ,live in the East Bay and primarily take BART to Giants games. For this game, getting in and out of lot A was quite east

Muni from BART needs to improve effeciency. Too many delays and not enough trains. This is one reason I sometimes drive instead of taking BART.

Have a section on the sfgiants page that always has info on upcoming street closures, etc. The season tickets are under my friend's name, so he usually forwards that stuff to me, but it would be nice to just have it available on the web.

Parking is already too expensive -- especially after driving an hour from home in Fremont. We will defintely be going to fewer games next yea

ast

I suggest BART and Metro should add more ride times to and from the game, especially on game days. Answer to Question #4, we normally take BART from the Dublin/Pleasanton station, but since they were closed due to construction, we had to take it from the Castro Valley station

Bart then streetcar everytime.

If less than three in car, I always BART from West Oakland. All trains from East Bay to Embarcadero have to go through West Oakland. The station has been safe for the past 8 years, day or night. I BART due to waiting at the bridge up to 1/2 hour to get through. If 3 or more, free carpool pass. saves time and BART money. We have been parking at the lot on Brannon between 4th and 5th (across from SF tennis club (green building)) for 8 years. I have foud it the least expensive. $10 weeknights, more on weekends. It's a 10 minute walk to the park. The Cal Train depot has Subway and a bathroom.

Public transit is the best way to go now that the T mess has been straightened out. While that was going on we took the #30 or 45.

CalTrain is pretty good except for two things. Lack of capacity on the after game express train means I have to leave before the game ends, in order to get on the express. For extra inning games, they send the express whenever enough people show up, not 15 minutes after the game ends as advertised. Weekend service is awful

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Open parking lots to free motorcycle parking

Need better signage in the financial district for directions to the park. Also, the parking at pier 32 and across the street from pier 32 is a joke at $20 and being deceptive about it by having no signs at pier 32 and $10 signs at the parking lot across from it when it is really only applies to weekdays. Totally deceptive and makes me think very negatively of the Giants.

The public transit is accessibl so easier than drivung, however, if prking an' o difficult I' d driv because the mni jerks and stops hards at times and that hurts my back please add elevator status to muni platform at at t park so that we don't get out at a stop w/non working elevator or ask giants to put elevator status on the score board in 7th inning

I don't live in the Bay area, but attend games when I am visiting there. Method of transportation varies depending on circumstances. Sometime we take BART or Cal-Train, or are dropped off and picked up by a friend. Other times we drive and use off-street parking as close to the ball park as possible.

The Caltrain trains after weeknight games are overfull. It would be nice if Caltrain would add another car or two to the train.

wish there were a more direct method of public transportation from Napa Valley

This was the first time we have taken the ferry to the park., and it was great!! We only went today, and we have already recommended it to other fans. We will do this again. Would seem to be best for a day game, possibly.

Parking is too expensive when you arrive late to a game. Especially Giants lots.

Coming from Monterey, getting to the park is easy. Parking is a rip off!!! $30 to park is outrageous. I spend over $7,000 (tickets, gas, parking, food etc.)on baseball a year. That is a good chunk, of my disposable income. I do not appreciate handing over an extra $30 bucks. If I'm able to arrive early (before 5) I can usually find a metered spot. If I can't then I'm stuck paying the $30. I DO NOT feel safe, leaving my car in the "free" parking areas further from the park. The broken glass everywhere is not a good adverstisement. And I see nor in those areas ,the I do at the metered spaces. Caltrain does not work for me. If I drive, I'm home in 1.5 to 2 hours. With Caltrain I will have to drive froom San Jose, once I get off the train. The train takes way too long to get to San Jose. Even on the "express" 1.5- 2 hour. I did the train twice in the first year. That is all it took to learn that driving was better. Normally I stay at a friends who lives a few block from Muni, so I park there and we take the Muni, which saves on the parking price and the hotel price. To answer question #8 I would protest and park in the Muni right away, like their vehicles do. Nice example their setting.

By and large, I find taking MUNI to and from the ballpark is very convenient.

We have four tickets. if we take two people with us we drive. If we meet people at the game we may take Bart.

cheap parking please

Combining old lots behind park has made it more expensive and more difficult to find parking. Why make it so difficult for people to use your product?

I flew in for a game-- rented a car-I go to games early- so parking really wasn't a big problem

Muni trains before game need to be more frequent. BART needs to provide more parking spaces at its stations to encourage use of BART.

I think you should give BART discounts to season ticket holders.

Getting to the park is manageable. Parking is an issue and we rely on the lots on King St.

Today I needed to drive and park in Lot A because I was bringing my handicaped Uncle, with his wife, who needed to be in a wheelchair, and I had to pack it in my car and park very close to the Park, so I shelled out the $30 to do so. I normally try to park many blocks away in a cheap lot and hoof it to the Park when I'm with folks who are abe to do so.

Real easy..it's the parking that's challenging.

The train is a great option for people on the peninsula and BART is a great option for peninsula or east bay. We took BART because we went to Market St first. The ballpark is well planned for public transit and ferries from Marin and walking in the ballpark vicinity. I will try to use transit anytime I go to ballgames.

I would love to take Caltrain to the game but it does not make enough stops to the south San Jose area.

DO NOT HAVE MUCH OPTIONS COMING FROM THE NORTH SIDE OF THE BRIDGE ANY OTHER OPTIONS WOULD BE GREATLY ACCEPTED THANK YOU

Today's game was scheduled for 1:05, got changed to 12:05, but with NO CHANGE in ferry schedule. This put us at park in the bottom of the second inning, and then it was a short game, so we felt like we'd barely gotten in ourseats and it was time to leave. My friend and I took our two daughters, had all looked forward to it for months. VERY disappointing to arrive so late in the game. At very least, if ferry schedule change was impossible, you should have have arranged for ferry service to explicitly offer refunds so we could make alternate plans to get to the game on time. How can you offer a service that puts your loyal customers at game so late? What were you thinking?

Is sure a hell of a lot easier to get to the Oakland Collesium on BART than to ATT Park via any mode of public transit. By the way, the A's run a better, less expensive operation than the Giants even though ATT Park is a very pleasant baseball oriented park.

Caltrain works very well for those of us on the peninsula or south bay, but because of the loss of parking lot B, it's becoming much too crowded and Caltrain hasn't increased its servcie to accomodate it.

The Muni was used because be parked our car at the hotel. The muni was fast and efficient.

beer scheduling of public transportation to coincide with the start of games

Getting to the park isn't much of a problem. Once there though, parking is way, way, way too expensive.

City of San Francisco should repave and strip streets from Mariposa to the ballpark. They've made enough money from the ballpark by now.

don't make it more difficult or you will lose attendance, season ticketholders, etc

Easy access with Muni; haven't tried any other public transit to the ballpark except Muni; never tried a car of taxi service to the ballpark service

Getting harder all the time, fewer parking spots. Why not build parking on one of the piers?

muni sucks .. that's why i drive .... if muni could get the act together it would be much better .... particularly during the end and after the game ... on a recent day game when i did take muni and had to leave eary i waited over 40 minutes for a muni car .... 'nuff said .. and that's why we drive and find on street parking ...

taking Caltrain to the park is a convenient and enjoyable experience.

I left my home at 9am in order to avoid traffic. If I was not in the carpool lane, I would have been stuck! But I was fine and I found that there were plenty of places to park because I was in the city just before 10am.

The parking is confusing. The signs could be more clear.

no

Taking BART and Muni is the most convenient way to get to the park for us - much better than trying to deal with parking before and after the game

It's pretty expensive enough just paying for the tickets, the price of gas and paying for everything else at the park. Parking is expensive enough too, at least 20-30 dollars. It really shouldn't go up anymore. People aren't going to be able to afford to come to games from out of town anymore and the only people who can come will be those who live in SF. I'm from 4 hours away and love to come to the city and I have to pay for my $300 hotel room, my $100+ dollar tickets, my $100+ I spend at the ballpark on food, beer, etc, the $100+ I spend on gas to drive up here from home, and now i have to worry about the price of parking to rise as well? I'm not going to be able to afford it. C'mon Giants, I love you, but I'm going to have to watch you from home if this keeps up! I'm a starving college student! Go Giants!

While we'd prefer to use public transportation, traveling by car is the fastest way going to and leaving the ballpark. That is especially important if the next day is a work day.

Most of the time I am dropped of at MoMo's and I walk across the street. My seats are in section 128. I have trouble walking and this is the easiest for me. My son drops me off; parks in A in the handicapped section. After the game, I walk to parking lot A. It takes me about 25 mintues to walk; so I frequently leave the game early. If the Giants had a lot on the left field side, it would be more convenient for me. when I drive to the game by my self. I park in A and walk over. It takes me a great deal of time.

a nice walk from the Embarcadero station down to the park

would take BART moer often if the service ( more cars) , time to change for Fremont train was moved to later than . I take bart if I go lone ( 15 x a year) but would use more if I did not have to transfer at Lake Merrit or Bayfair as it is late and not a nice area.

ntil it becomes more cost effective to take public transport vs car (gas+parking) I will continue to drive.

/eekday game take regular ferry. Need better signs or something to explain to fans how to catch the muni to get to ATT from ferry ilding.

rking on the Embarcadero for night games is currently quite convenient .. However, paying for meters with a credit/debit card vs veral handfuls of quarters would make the process much easier ... I believe that are changes to card access meters in other parts of the City and it would be helpful if this change was made on the Embarcadero as well.

ming from the peninsula, the best way to get to the park is Caltrain,period.

more T third street muni buses.

going to take the Ferry, but the time change forced me to take my car.

e it when Caltrain has the express trains that only make a few stops between San Jose and San Francisco! It makes the portation experience so much more pleasant! The quicker trip home is especially nice after the Giants lose :(

better signage in the financial district for directions to the park. Also, the parking at pier 32 and across the street from pier 32 is a t $20 and being deceptive about it by having no signs at pier 32 and $10 signs at the parking lot across from it when it is really only s to weekdays. Totally deceptive and makes me think very negatively of the Giants.

ld be nice to restore the parking under the freeway at 2nd street

disabled i take a car to get as close as possible & park at a meter for no charge. the train is great except i still have to walk to the e train gets too crowded for me (especially having limited movement), and it takes a very long time (especially after games)

When someone drives in from out of state they really need to use their car. Parking has become worse and worse! You pay More and More and get Less and Less. One man was manning the lot and he sent cars down the final row which was already filled So they had to back out the whole way. This not any way to run a "railroad" or a baseball team! James Mitchelmore

often take multiple forms of transportation, depending upon my strating point, i.e., BART, UCSF Mission Bay Shuttle, etc., though Muni is the most common form of public transport that I use

i live in sacramento

For evening games, the parking lots at El Cerrito del Norte and El Cerrito Plaza are full, so I have to use my car. We need more parking at these two BART stations.

I love sports and after scoping out the best way to drive to the park, I don't mind driving to the city. I am a senior citizen and may have to choose alternate transportation in the future. Altough it is extremely expensive, ($40 per day) I parked near the ballpark for safety reasons. I parked at the Piers once with my daughter and it took for ever to get out of that area. Caltrain took me 2-1/2 to 3 hours one way and I tend to get lost in the crowd, which is scary.

I wish you would do many more games with the 4:05 start time. This is a great time. It is before and after the evening commute time and you get home at a decent hour instead of midnight and don't have to worry about missing the last BART train. More people might stay in the city to eat dinner after the game, etc. It would really be good for some of us season ticket holders if the 7:15 time were changed to 4:15. Thank you.

the train is always my first choice - however the limited hours the train runs is a problem. I think the trains should run more frequently on the weekends.

I live in the Embarcadero Center Area and always prefer to walk but if I am carring extra gear or feel lazy, I take Muni from Embarcadero.

the signals on third street post game are manually operated by idiots.

Muni is the biggest deterent to taking BART. Too many times there have been trouble with Muni, either with trains not showing up to get the park, or after games trains getting delayed for 10+ minutes, so we have just given up on Muni/BART.

I have handicapped license plates and there are many more locations near the park that I can use that normal drivers cannot. My favorite is one-hour zones that are green signed. I can park unlimited there.

Usually easy on Muni; however some times they have various problems which cause delay - eldom am I late for the game.

Giants lots are much worse to access than nearby public or private lots.

Some traffic control leaves a lot to be desired

used the Vallejo Ferry, not listed above with the other ferry's above. The walk to the park is a nice one to the ball park from the Ferry Building at Pier 1.

Generally I don't have any problems getting to the park as long as I can get across the bridge ok. We usually leave early enough to avoid affic. Since I work in SF I generally either walk to the park or take Muni then get a ride home with another person in my group.

osing the rights to Lot A would be the equivalent of fielding the 2007 SF Giants (you dont need me to spell it out for you do you?!)

arking lot prices are ridiculous near the park. It is simply price gouging and I won't pay $30, especially in addition to the cost of seats nd the game. BART is usually a poor option because roundtrip-Pleasanton to Embarcadero- is $10 per person. With 4 seats, it's eaper to drive.

would take transit more often, but I am often going to the park and then staying with family after so I need my car to get home later I uld also like to take the ferry more, but it doesn't get to the park as early as we like to go.

d a good experiance

maintaining the parking facility is important Pushing the city to maintain on street parking as is or INCREASING on street parking availibility is also vital. Increased city restrictions due to increased housing makes parking in the SOMA region more difficult regardless of the event or need.

There needs to be more efficient methods of reaching the ballpark from BART.

CalTrain is very convenient and inexpensive.

CAL TRAIN IS GREAT

The Giants are hardly worth the effort to see at this point. The last game we attended was the Alistar Game. You have to make some changes to get a better ball club. Most of the fans attending aren't even that into baseball. They come to drink beer and enjoy a day at ATT. Very different from the fans @ Yankee Stadium. THEY KNOW BASEBALL.

CalTrains are sometimes very crowded - maybe add another special Giants train for some games?

Lack of reasonable parking will be a killer for the Giants.

We have found free on street parking a few blocks from the ball park. We have never had trouble finding a place to park.

The only comment I have is to have MUNI provide adequate Metros available before and after the gane with drivers that are responsible and dedicated to driving. So far this year my experience with the MUNI Metro has been absolutely horrible, and due to te fact that I am stuck with this so-called public transportation because I do not wish to drive to the park, I have to endure their lousy transportation.

om work: i usually walk from home: depending on the time of the game and when i leave.. i either take a taxi (if for a desirable give-way game and i am running late) else take muni

ART service is generally good, although the up escalator at Embarcadero has stopped abruptly at least four times this year, because of cessive loads. I have complained to BART about this unsafe situation without a satisfactory response. MUNI service ranges from dequate to awful. Many trains go out of service at Embarcadero and the wait times are often excessive. The trains are usually jammed eyond reasonable capacity and are often extremely slow, especially after games.

tting harder and harder. not worth it sometimes. when my partners have the parking pass and I meet them it costs $40 for me to rk...ridiculous. I will stop attending if it gets worse.

rking is too much money!!

so expensive to take public transportation that our family of four is better off driving. That's sad. If it is just two of us then it makes e sense to take Bart. I would like to see the ferry system expanded too!!!

attended a game while on vacation from Wisconsin. The bus route was in front of our hotel. We were surprised that parking was $40 ructures near the stadium. At Miller Park in Milwaukee, parking is only $12. The bus moved thru traffic quickly, but regular traffic people looking for parking was backed up

y Easy

erry really works nicely from Larkspur to the ballpark. It's our preference.

ad a dog and 8mo old baby, We would perfer the ferry, but knew we would have to leave earlier. We park under the rs/safeway.

more and cheaper parking

Muni Metro run more trains, and STOP TAKING THEM OUT OF SERVICE WHEN THE PLATFORMS ARE PACKED WITH FANS. REALLY GETS MY BLOOD PRESSURE UP. JUST WHAT THE HELL ARE THEY THINKING ABOUT

the City so it's easy for me. It's MUNI all the way, unless I'm not feeling tip-top. Then I'll take a cab. It's only slightly more ive than a beer at the yard!!! Will anyone ever fix that?

getting to and leaving has never been a problem. Leaving is much fast than Candelstick was and the Cakland Arena is.

If for any reason lot A doesn't become available, I would expect a refund on my remaining season tickets

cheaper parking and more of it. outside parking for tailgating

The City of San Francisco does a terrible job facilitating traffic flow before and after games. I have been in other cities attending games and the local police are out there waving people through red lights. If that were to happen, it would make traveling much easier.

have a infant baby car is only option

Thank you for building such a fantastic park!

nope - it's pretty easy.

The parking prices and difficulty getting in and out of the area has forced me to use Muni. I don't mind, but wish it didn't take an hour to get from my house to the ball park.

was happy to see the T car at West Portal, usually we have to transfer at Van Ness. I think the public transportation to the park is wonderful. It is even nice to walk from the Embarcadero along the waterfront. I have three small children and we always take the Muni to and from the park. I think it makes it part of the event.

ove the ability to catch bart and muni to get to the game.

onds better be a GIANT in '08 or no one is coming

bsolutely LOVE the ferry . . . however, the Golden Gate Ferry does not get to the Park in enough time! Very often, we have missed the art of the game, because it has left late. The Larkspur ferry direct to the Park should leave earlier!!!!!

ere are parking security issues by the train station...Always broken glass from cars broken into with homeless and/or kids.

en we started attending games at the ballpark, Muni was quick and reliable. It has reallyvgone downhill this season to the point that we metimes drive.

parking garage should have been planned instead of just a lot. The private lots near the park are ripping people off on game days. I d $20 to park in a lot that had a sign indicating $10. I had no choice but to pay since I was already trapped in the line.

ht now, we pay for season parking because there are four of us at every game driving is most convenient. By the time the trains get k to Santa Clara after a game, it's almost midnight for night games. That's too late. The only times I've taken BART were when I was king in Pleasanton, and the station is about a mile from my office - easier than driving an hour home and an hour to the ballpark.

ally don't have any significant problems parking except for expense up to this time. I park in a garage on Townsend and have since 2 in the Giants lot in the first season. Substantially more expensive parking would be a huge deterrent to attending games for me.

d to bring my car because it was dog days and they don't allow dogs on the ferry or on bart

ing to expensive. Traffic leaving the park is to congested.

k on bryant street near 4th street.

s very efficient getting in and out.

ng the park to get to third street from lot a has gotten worse over the years; something must be done to alllow car to leave ound on third. the police/traffic control stops traffic for 15 minutes to allow others out of the park its rediculous

I had hoped that your survey would include GETTING FROM AT&T TO HOME after games. Since I prefer not to walk home after night games, I use SF Muni buses and trains. The Giants need to work with Muni to get much more frequent or special run bus and train service from the ATT&T area to the downtown/Market St. connecting points for most Muni bus and train lines starting at about 9PM (for those who need to leave the ballpark early) until about 1/2 hour after games end. It takes me an Average of almost 1 Hour- WAY TOO LONG to go the 3 miles from AT&T to home after night games.

You need to have better parking for motorcylces. We have to pay the same amount as a car You should have a ride your motorcycle to the game day. Hve a special parking and/or a pin for that day. A special place for motorcycles would bring in alot more fans. But charging the same amount for a bike is rediculous. We can fit 4 bikes into a car stall. Think about it. Thanks. By the way, your Dog Days of Summer was great. Our white Great Dane loved it. Dan and Patti Dj, and Chance Crowder- Stockton

Comments in general....Took train first yr part opened. Nice, but commute time is twice that of car. Also, in order to be assured a particular give-away, we are forced to be very early so taking the train is not practical. Parking prices are ridiculous. Often times, parking costs more than our game seats. Exiting out of Parking A is excruciatingly slow (60+ mins.) Someone should control/direct "traffic."

the train's been coming late, and sometimes it gets full and doesn't stop at my station. when it's a big game, or having a big promotion, caltrain ought to foresee increased ridership and add more cars or trains to accommodate it.

If there was more Muni capacity after the gm I would take Bart / Muni instead of driving. Travel time is a significant reason I travel by car.

MUNI service at night is not good for fans leaving the ballpark early and for San Francisco locals continuing on using underground trains. There is little or no service information, such as when the next outbound train is expected or whether outbound underground service is running at all.

Cal Train makes too many stops from San Jose to S.F. 4th street. It takes 1 1/2-2 hrs!

No ferry to ball park on the weekends? What is that all about? I prefer to take the ferry to the games. It seems like whenever I go to the game, the ferry is not running. I only drive my car if I have to. Parking is a ridiculous rate. Dog Days I have to drive. Should provide some parking for the dog cars. Can't take my dog on BART, ferry, AC Transit, Caltrain.

Bart and muni make it very easy for us to get to the park and enjoy the game. I would never, ever drive my car.

The nightly game of which Bay Bridge on ramp is open creates a travel nightmare, at times adding 30 minutes onto an already long drive the park.

top driving because the parking is terrible and too expensive

Aside from the delay in Redwood City, the trip was fine

It would be nice to have better information (directional signs etc.) on where to get on the MUNI once you're off BART at the Embarcadero Sto. Majority of the group was confused because there were nothing noting which MUNI was going to the AT@T Park. Maybe have the digital display on MUNI note "Ball Park."

Home Caltrain is the best. I can walk from my house to the station and the schedule works out great. Thank you.

Question 15 didn't adress walking...couldn't be easier to get to the Park for us. Not walking, usually takes a lot longer.

Everything is great, we are season ticket holders and the trip is about 2 hours and with 2 kids 2 and under it is a challenge but the Giants are worth it.

Would like to take the Ferry but not much news is posted about it.. I would be taking it from Oakland, CA.

We have been very unhappy with Caltrain. They say they add extra trains but most the time my husband and I sit on the floor I pay 8 dollars to have a terrible service. We have complained not such luck Caltrain just takes people's money and does not care. You ask us to take public transit but ours stinks. We are thinking about not renewing our seats and we have been there since the park opened Can you please make it better for us as Caltrain does not care. I dont look forward to the games anymore as I wonder will I get a seat or stand after a long day of work. WE are frustrated. Thank you

Very accessible for many different types of transport. Even if I drive to SF, I get to games by public transport.

I like the choices, but it depends on how many people are coming with us. With a large group, it it cheaper to drive and share tolls and parking than riding BART

I HATE MUNI -- it is one of the reasons I started driving for weeknights Unreliable & I hate being jammed into the train after game & being stuck next to drunks many times breathing in my face. Or you get on a train & it goes a few stops & says the train going out of service -- then we have to walk to Bart because the next trains will have no room. If I wanted to walk I would have never got on Muni?

I DON'T PARK IN LOTS, TOO EXPENSIVE

It is getting very difficult to find a place to tailgate near the ballpark. We like to throw an annual tailgate party but it isn't big enough to warrant a full tailgate spot. We were able to find a place at the lot at Pier 48 but we had to pay $30 per car. It is getting tougher and tougher each year to get to the games because of the parking situation.

a little more care and structure to the lane divisions would be great for pass holders - these are your constant users - and your best customers - making them frustrated or irrirtated, may lead to less attendance and possible loss of season ticket sales

t's easier to go to the ballpark in our car since we have a toddler and an infant.

More muni cars!

Getting to Lot A from Burlingame is no problem. Getting out of Lot A after the game has become more of a problem since Pier 48 has been used for parking.

parking is not going to be easily available then something has to be done to allow easy and quick drop-off of passengers. I am in a family of 4. I feel it is safe around the ballpark where it is okay to drop off the wife and the 2 kids while I would search elsewhere for parking. Those are my thoughts involving day games (any day of the week). For night games (any day of the week) the drop off point would have to be close to the ballpark, well lit, and monitored. I would not feel comfortable walking solo to a parking facility outside the close realm of the ballpark. People are going to always want to park their private vehicle as close to the ballpark (Lot A) as they can. With the conversion of Lots B and C from a parking lot to commerical buildings the competition for Lot A parking slots will get tighter and likely more expensive. If it exists then publicize it. Alternate parking lots (within 10-15 minutes walking distance) need to be made available that involve shuttles from the alternate parking site to a (shuttle only) drop-off point at the ballpark. The alternate parking spot could have a motivator (if Lot A costs $30 to park then alternate parking should cost $20). It goes without saying that the alternate parking site should be well lit and security should be paramount through the entire process. An additional motivator could be to provide carpools (3 or more in a vehicle) an additional $5 discount on their parking fee. If it exists then publicize it...if it doesn't exist then develop this as soon as possible. When the Bonds era passes the ability to draw fans is going to become more difficult. We trust that Giants management (Sabean) will do all they can to put a watchable product on the field. I have to hope that Giants management (MaGowan and Baer) will do all they can to ensure that families are able to travel safely/securely from their homes to the ballpark. Parking lots A, B and C provided that security for those that chose to drive. The last thing the Giants want to see would be an increase of "danger" due to people not being able to get to the ballpark because Lot A was full. The individual that wants to drive solo to a game should be discouraged to do so. Just as we see want solo drivers off the road on the freeways the solo fan that wants to go to a game (though highly commendable) needs to get to the game via transit options (BART then Muni / BART then walk).

pretty easy if you live in the City.

Factoring in both open spaces on the street and private and public parking lots and garages, it's not that difficult to find parking at ATT.

I had to drive today because of Dog Days of Summer. My dog could not go on the train.

Usually take BART and then transfer to Muni. Since today was Dog Days, and I brought my dog to the ballpark, I was dropped off and picked up. Otherwise, public transit is the way to go -- parking is much too expensive - it's ridiculous to pay $20 or $30 just to park a car

We live near Sacramento, getting to the park takes 2 hours. We always take our car, I am going to take the ferry next time to try it. It's easier to have the car when it's a night game and we drive back home after the game. I wouldn't like to see prices go up for parking. When we get tickets through the double play window I try to get the ones with Lot A passes also. GO GIANTS!!!!!

Today I take BART from work with a friend. We walk to the park (daylight), and we take Muni back to BART when it is dark out. I also take the Vallejo Ferry when coming in on a Friday night from home rather than from work.

The Muni #10 bus ran on weekends and with more frequency in general, I would take the bus to games.

Getting to the park none. When leaving lot A sometimes is diffucult to get out of. Need to lower parking price for example I am attending all three Pirates game over the weekend and that is 90 dollars just for parking and not including anything else.

MUNI is probably the only drawback ..not enough metro cars post-game...too many stops...slow getting back into Embarcadero post-game ..confusing ticket situation....BART works really well....would consider taking ferry but hard with little kids when we leave early as few boats going back before game is over...

Thanks for the free bike parking!

$30 is too fricking much for a game!!!!!!!!!!!!!!!! I will take mass transit, but I also like to tailgate sometime. Better to get there early and get a street spot and walk. The Giants are earning so much money why don't you take some of that money and build a couple of parking ramps instead of selling off the land!

We usually take BART from Dublin but it was closed this time so we had to go to Castro Valley. BART is good.

Hasn't been a problem

It's rare that we take Caltrain. We'd like to, but it just doesn't work for us. We usually attend games as a family, or I go w/friends, coworkers or customers. It's difficult to coordinate all the various people's schedules AND a train schedule, so I end up driving. Also, 4 Caltrain tickets is more $ than just driving & parking on the street. I believe that it was both cynical & despicable, how the city slowly, systematically took away all the parking south of AT&T Park. Especially those spaces along the water (they've been converted to 2 hour spaces). That was a very CYNICAL move by somebody! If we had BART in South Bay I would take it. But Caltrain, as hard as they try, doesn't get it. And w/multiple people riding, Caltrain is too expensive. If all the street parking south of AT&T Park disappears, I will probably sell my CSL's and my season tickets and just start watching on TV. Every year I have to park further & further from the ballpark. At some point it will get to be too much hassle, and just not worth it anymore. I went to a game at Wrigley Field last summer and parked for free on the street, in a neighborhood a little west of the ballpark. It was about a 1/2 mile walk to the park (not bad). I was thinking, If an old, very urban & crowded city like Chicago can offer plenty of street parking 1/2 mile from the ballpark, why can't San Francisco? There are far too many NO PARKING, and TWO HOUR PARKING spaces in San Francisco. The city shoud encourage people to come in an attend events, not discourage them. San Francisco should be making more parking spaces available for visitors, not taking them away! Regarding the parking lots, I won't use them. I used to park in Lot B from time to time. One very HOT day, during a weekend game, my car was vandalized. Some jerk poured a full Coke in my sunroof. The Coke evaporate but the sugar solidified. When I opened the sunroof, the motor whirred but the sunroof wouldn't open. II didn't know about the Coke/Sugar, so the motor burned out. Ended up with a broken sunroof. I have had no problems like that on parking on the streets. Also, it would often take forever just to exit out of Parking Lot B, because they only opened some of the exit gates. They would force all cars to funnel through two gates, when there were other gates available, but not open. The poorly conceived exit plan and the costs made Lot B a bad choice. (Your parking should not cost more than your ticket).

ublic Transportation is usually the best way for me to get to the park. Since I tried to get there early for the giveaway though I did not e the usual time saving conveniences though like the BART fast passes to bypass the gates or the MUNI transfer passes which led to VERY long line of people trying to buy MUNI tickets and slowed us down significantly.

ke my young son to most of the games I attend. We started driving to games instead of taking Caltrain because of concern for our ety. We attended a night game last month and on the return train home a fight broke out in our car. My son was extremelly scared and no longer take the train. Even if he would, I would not. There is not enough security on Caltrain to deal with the number of people after nes.

srvice should get you to park fast enough to watch batting practice

s been great that the N car goes all the way out to the park. Unfortunately, the N car breaks down a lot, is often very overcroded and schedule is very undependable, ( I never know when a streetcar will show up, service can be sporadic). I love MUBNI, and public portation and would take it all the time if I didnb't have to drive to work. We NEED more streetcars, ( specifically N's) to run on time. t job, and thanks for the survey!

ally take MUNI to the park but I notice a drop in service from last year. When there is a night game, the metro trains do not seem to ter the game from the park to the avenues of the Sunset district. We had to take surface buses or call a friend to pick us up. e experiences soured me from using the MUNI system again.

ny section, row and seat in question #2 because I had a standing room only ticket.

sy to get to, no matter if you drive, walk, ride a train or bus.

uni home - n Judah

ess is great. The traffic jams are minimal.

As someone more than 60 miles from the park, my mass tranist options aren't great unless drive t SanJose,. parka nd take tjhe train. It is :mportant for people who are far from AT&T Park to be able to drive and have parking avialable at a resonable cost. $30 IS TOO MUCH!!!

know how to get arround the city, grew up in s.f.

ferry is overpriced, parking is, as always in San Francisco, difficult. We had a 15 min. walk to the park which, when it's cold and windy, is unpleasant.

Free bike parking is the greatest thing ever. The N line is much faster now than it used to be. Bikes on Muni would be nice, but I guess this is beyond your control.

The caltrain schedule returning from the game in the evenings during the week is TERRIBLE!!!!!There needs to be at least one train EVERY HOUR going south

I preferred it when Muni gave us a free transfer one direction. It has become too expensive to take public transportation to the park It's not fun being squished like a sardine on the trains. BART is fine; the problem is Muni. Not enough trains to handle the crowd coming home from the game so I frequently miss my BART train.

t's a mess. For the first few years Parking Lot A was ceasy to get in and out of. Now it is nightmare. I know of several fans who now do ot go to games because of this. My parents are elderly, and used to go to about 20 games a year. This year they have gone to two only. Parking Lot A should be for those holding A Passes only, not for those paying by cash or trying to get into the Waterfront parking. It really s a mismanaged mess.

didn't know you could take the ferry from Oakland. I may consider that in the future.

's easy enough, but parking fees are a ripoff, just pure greed.

here has to be a more orginized method for getting the people on the 10PM train. Its like a zoo with all the pushing and shoving. Also, a ain should never pass you up when you are at the station for a schedule train, which is what happen on Sunday morning 7-29. That day e had to drive in and pay $30.00 to park

ne only reason I drove to this game was because it was Dog Day. Otherwise I always ride BART into the city and MUNI from the Bart ation to the park.

ublic Transportation is the easiest, most convinient and most affordable way to get to China Basin. We drive a car occasionally on a eek night if we have an early morning the next day. Including walk to car and drive, it takes 20 minutes to get home by car. Do to requent runs of the 24 bus on Castro street at night it can take 45 minutes to an hour to get home after night games when using muni. other factor for taking public transportation: it is fun to take muni to the game. We enjoy the excitement that builds amonst the fans the trains fill up as it gets closer to the satdium. For us, it enhances the overall experience of a downtown stadium and city based am.

ry easy!

ly drove today because it was Dog Day's of Summer and we had our dog. Otherwise I always take BART and walk to the stadium

t very easy -- especially if you bike from BART to AT&T park. Taking Muni -- especially from AT&T -- is very difficult and unpleasant

nded the Annual Dogs Day event-- chose to drive because of our dog. We usually take MUNI to the Ballpark... though crowded.. or walk to the games from downtown.

all need to figure something out and make parking easier. *You will find that if it gets worse and the team is less than 500 you will* to fall in attendance in a big way. As of now I am disgusted with the parking prices, availablility and the cost of food and beverage I get to public transportation where we live.

se reconsider parking lot closure or find someplace else for season ticket holders to park. I also would like to be able to buy parking d on a number of games rather than the entire season. Perhaps a 15/20/30 game parking package, not game specific. You know the s that everyone will attend and can limit lot to only parking pass holders on those game days.

/a

NEED MORE CALTRAINS ESPECIALLY ON WEEKENDS. RIDE IS ALSO TOO LONG WITHOUT EXPRESS TRAINS.

We take CalTrain when it is just the two of us. When we go with another couple, we drive (overall cheaper, and no rowdy drunken fans in the car). That's my biggest complaint about CalTrain. About one in five times we end up in a coach full of idiots. They should ban alcohol completely, not just on the ride home. They should also police the train better to keep the rowdy groups under control.

I find it easy to travel Bart then Muni, I do think the Muni is to crowed after the game but have no suggestion on how to correct the problem.

MUNI is still much worse as compared to prior to the T line. Especially leaving the ballpark. It is very inconvenient that the lines dump everybody off at Embarcadero for the majority of the trains. This creates TWO major groups of people waiting for MUNI, or one group that waits at the ballpark for multiple cars to go through prior to boarding. This builds up the crowd and slows down egress time

Out of town season ticketholders need a place to park that is not only convenient but easy to access.

if i lived closer to the stadium id take public transit but i live too far away and i use to be a season ticket holder for the 1st 4 years of pac bell and also a season ticket holder at candlestick but prices became to expensive. i still am a group leader buying 100 tickets for the last game i attended. YOU NEED FOR PARKING FOR CARS. i can see me hardly ever attending another game if you lose anymore parking and that would be a crying shame for a life long giants fan. side note: sign A-ROD

I resent that parking rates get jacked up for special events like the All Star games. I will do just about anything, including walk a mile or two to avoid paying the outrageous rates. If it gets too expensive to park I may go to fewer games.

For a visitor to the city, it was VERY easy to get to the ballpark from our hotel. It seemed as if there were multiple options available at reasonable cost. Other cities should be as fortunate as SanFranciscans in this regard.

caltrain needs more trains. the problem is not so much getting to the game, as it is getting home. getting home is where the problem lays

like the convenience of Bart and Muni - it works great and I don't have to worry about driving or parking. It is the best!

dont have any problems so far...parking could be alittle cheaper...but i usually find somewhere to park on the street i just have to walk maybe 10-15 to the park

reet Parking is difficult to find and often not so close. Garage parking and/or lots is extremely expensive, with lots ranging from $10-0 depending on the proximity to the park. Ball park parking is expensive and really not so close. The buses are extremely frustrating, h long wait times

) to park my car, you have got to be kidding. This is the last time that I go to the Giants game, until parking becomes reasonable ain. I expect that price for a 49er game at Candlestick, but for PacBell? What a joke. I did not have enough cash to get in, so I had to row $ from someone in the parking lot.

Train is the only way. It is wonderful, convenient and close. The express to San Carlos after the game is terrific.

preciate the fact that it is easy to use public transportation to get to the ballpark. That is one reason I have maintained my season tickets over the years.

ved in three different SF neighborhoods since the ballpark opened. I always use public transit when I can - and from the Mission it was easy, from Russian Hill it's easy, but when I lived in the Richmond district, I had to drive and then battle the outrageously overpriced parking situation. Public transit makes the entire experience MUCH better - as long as you can get there on a direct line, whether it's the light rail car or a bus. Transferring from one line to another is the killer, as far as I'm concerned. It takes a full hour or more - every time - to get across town from the western half of the city.

e too expensive; parking at Caltrans and BART can be a problem

Transit where I live is not reliable or easy or safe at night. It also gets expensive if you have to take two types of public transportation one way. I have to take a bus (muni) to bart, then either walk from Market street or yet transfer again. If we take Bart, we drive to the Bart station and park there but we can't do that during the weekday as there is only 4 hour street parking and finding a spot is tough. You questionnaire should allow someone to choose both Muni and Bart. There are so few Bart stations in San Francisco that most of us have to do both not just one.

The traffic is not as bad as the crush of individuals between 2nd and 3rd Streets on King Drive and at the 3rd Street corner. If street traffic could be blocked from that corner before and after games, it would do a lot to improve the experience. Thank you.

Yes, the whole system sucks and there is not enough room here to outline how each of the options have major flaws. Parking is not a mandatory price or availability information is not made public. Public transportation is too slow and too unreliable as to times it runs to make it a first choice. For all mass transit the first priority should be to get you there faster than any other means and the prices is a distant second priority.

very easy for someone who works in the city,but lives outside of it.

great location for transportation! we often leave the game early on weeknights because we don't want to have to wait for the train after the game in case the game goes late.

It's great!

We would take bart /cal train if there was a station near our town. We have considered using the Gilroy station, but have not had time to use it yet. We also had 8 people in our car, so the cost was an issue, too.

The ferry is super convenient and a very pretty trip.

All things considered, not too bad. parking though is a must for us. I'm claustraphobic & can't take crowded public transportation after the game.

No problems, light traffic, quick parking.

Took BART more often when the bridge work was getting started. Lack of available BART Parking in Pleasanton makes it near impossible to take BART for weekday games as the lot is full. The cost for 4 of us to take BART is nearly $40 plus another $10 to take Muni from embarcadero station, which is why driving the Prius hybrid is much more favorable. We don't take BART very often any more. As ticket costs continue to go up, I have no tolerance for increased parking prices. They are alreay too high.

So glad to have the N-Judah back - the two months without it was hell; and the year that the stations were being worked on at night wasn't much fun. But I wouldn't travel any other way -

Really is easy to get there and home via BART (though I live in Alameda, I work in Oakland near the 19th Street station... so it's easier, parking-wise, for me to take BART from work on a weeknight than from home). It's simply more convenient for me (takes MUCH less time, especially when I'm coming from home) to drive and, admittedly, I still haven't broken myself of the habit of choosing that convenience over less expensive, less green methods of getting from place to place. I'm trying but am just being honest in this survey that, at this point, I've still been choosing that ease over Doing the Right Thing.

The direct ferry from Oakland-Alameda needs to arrive to the night games earlier. Most of the time, the national anthem is playing just as the ferry docks. In my opinion, the ferry is the easiest way to get to the ballpark.

I have taken public transportation. Its very easy. But since I work downtown I have to drive to the ballpark. I normally park at a metered parking spot.

going to the park was fine, crowded but fine we left early from the garme due to being so tired from traveling all day there were not enough buses on the F line so she had to drop us off several stops before jones st. and we had to walk the rest of the way or wait on another bus. I know your interest is in getting to the park, but we left in the 3rd inning and had a to wait a long time to catch the line and then were left off before our stop. we were exhausted by the time we arrived back at our hotel. i am a great believer in public transportation but if a line is full and still has stops to make, she should not have had to turn around until she finished her stops.

usually drive to weeknight games, and for weekend/weekday games take bart and then walk. Once in a while bike if I have the time

parking is getting too expensive!!

It's easy to get in and out of the area around the ballpark, but the amount the local garages are charging is outrageous! It's more than it was when we hosted the 2002 World Series! That's just insane. I'm so happy that we have a choice with MUNI. It means driving over to the unset to get on, but it's easy enough, and we'll do it more in the future. We wish we could take our dog this Saturday because it's the Dog Days of Summer, but we'll have to drive and then park in a lot because the ticket costs more than the parking lot.

it takes too long to use public transit for night games. The games don't usually end until 10:00 or 10:30. If I drive, I'm home in 30 minutes. If I take public transit, it takes me an hour or more -- too much sleep to lose when I have to get early for work the next day. Driving is so much more convenient it's easy for it to become a habit but it's becoming very expensive. Tonight I paid $40 -- yikes.

If you force more people to park in the surrounding neighborhood, I'd prefer you get more cops out there patrolling.

The garages on Townsend work best for us. I hope they keep the prices down though or we won't be able to come to as many games

Lots easier than Candlestick!!!!!

Week nights, it is easier to drive

Stop letting people pay to park in Lot A or give a section for season ticket holders. Since we prepay we should be able to park at anytime for any game in the lot. This is not the case and it is very frustrating and probably not legal (to take the $$ and not have space).

Ferry passage and parking are almost equal.

Since we typically come to the park by 6PM on night games, we can usually find a meter or a yellow zone that is available. If on-street parking were too hard to obtain, it would be easy for me to park a reasonable distance from the park and take either the N or J Muni lines. have done this before. Getting out of parking lot A is slower than taking transit from a mile or so away

here is nothing difficult getting to the park. It is getting OUT of the park. Ever since the Pier parking came in, it has been a disaster ying to get out of Lot A. An absolute joke.....on more than one ocassion, it took us half an hour to get out of the lot. That is ridiculous. he buses left before we could get out! What is the advantage of having handicap parking in front if it takes half an hour to get out? I felt xe we were leaving Candlestick Park parking lot all over again. Three car lanes trying to get out into one lane and then merging with nother three car lane to get into another one lane. Whoever designed these exits must of been intoxicated.

normally use public transit, however with the new addition of a family member I feel safer in driving. The issue with driving is that the rking closest to the park is too expensive so I find myself having to make my family walk too much.

e usually take MUNI from the Embarcadero station. I'd say 80% of the time there are at least two to three MUNI trains that go out of rvice when they reach the station. This leads to more waiting time and larger and larger crowds on the platform. On game days Muni ould adjust their schedule so this does not occur.

arking near the ballpark becomes more difficult or more expensive, I will have to decide whether to renew my season tickets or not. I e been a season ticket holder since 2000 and I like to drive to the games. I attend atleast 60 games per season. If parking becomes vailable or even more expensive than it has already become, I will have to re-consider renewing my tickets.

p cheap parking

fer going by Cal Train to and from each game. I would prefer that Cal Train help more with crowd control as fans are lining up to rt from SF. People jump lines. Cal Trains did rope off a section before the Express and local stops train last Tuesday night but that not been the norm. It needs to be. Have sheriff present as they did on Tuesday night. Stop the drinking on the train. There seems to need for more trains during the week and weekend because we usually have to express going to the game.

ng to the park is no problem. The price to park is! I know there is Lot A, but that is a mess to get out of, takes for ever Season holders should have reduced parking fees!

hat Muni got the T-Third problem straightened out. We appreciate the occasional late-night/Sunday extra Richmond line-direct too, but would like them to run a tiny bit later than they do now, we always seem to just miss them. We ALWAYS take BART and almost without exception in our 6 years as season ticketholders.

ross the street from the ballpark

parking structure! Stop turning over every piece of land for condos or shops!

comes harder to park I will probably drop my season tickets.

We stoppd bringng our car to the game because 'ast time we parked on King Street parking lot our car was burglarized and the SF police don't care, don't respond, don't do anything, and definitely don't patrol. We have found out that we are not the only victims and this problem is getting worse.

We live over 200 miles from the park Die-hard Giants fans, we drive to the games at least twice a year. When we do, we usually stay in a motel or with friends in Brisbane. We park the car wherever we are staying and always take public transportation. I will not drive in the city itself.

There must be affordable parking provided or we will stop going to games as the total price will be to excessive. Right now $30 is too much and we park farther away for free and walk in.

You need people that understand how to move traffic ,working on the streets. More taxis are needed at a spot close to the ballpark for pick-up after the game.

every time we go to the park for any reason, whether it is for a game or to take a tour. We don't like the hassle of the traffic, and not to mention it is cheaper then driving. We love taking caltrain, and so do my grandchildren if I take them to the game.

No additional comments

My brother met us there, and found the $30 to be VERY expensive.

Better coordination with Muni would be helpful. They sometimes seem unprepared for the number of people going to or from the ballpark.

like bart but would like to see improvements in shuttle system from embarcadero

's always been a piece of cake. A can of corn! Season Tickets come with a parking pass. Can't beat it. Easy in and easy out. Clean, afe, close to the park. Season Ticket holders find this to be a good reason to keep signing up. PS - I DID NOT ATTEND THE WED, UG. 8 GAME. I ATTENDED THE TUES, AUG 7 GAME IN WHICH BARRY BROKE THE RECORD. BUT YOU DIN'T GIVE ME THAT HOICE. I KNOW I WAS THERE, I HAVE THE TICKETS ... 4 OF 'EM. SUPER EVE! CHEERS, DON BROESAMLE 3321741

arking is ridiculous. It'd be nice if weekday day games could have ferry service to McCovey Cove, but the walk from the ferry building n't that bad.

y health situation prevents me from using public transportation. If the price is elevated anymore for Lot A--I might not be able to remain season ticketholder. I applaud mass transit for those that have good health.

UNI is very unreliable, over-crowded, and MUNI personnel often don't know what to do next, especially on the underground platforms. assengers are usually packed into hot, sweaty MUNI cars and then have to endure stops of 5, 10, or even 15 minutes in between ation stops (both under and above ground) without any explanation. Leaving after a ballgame is equally frustrating. Being on the atform can be scary and dangerous. Once on the streetcar, it can still take an unbearably long time to get back to Embarcadero Station assengers taking BART then usually have to wait at least 15 minutes for a hot, crowded, standing room only train if they are going ywhere in the East Bay Whatever happened to MUNI's direct "Ballpark" trains from the West Portal area? As a result of all this, it is sier to get to the park by driving.

re parking would be great... but I can usually find it pretty easily... NOT around the time of 756, however!!! Go GIANTS!!! Thanks for ening

s. The MUNI has been working at night starting at 9:00 pm during baseball season. How stupid can they be? Could they not pick the ter months? It's indoor work? If I don't leave by the sixth inn,ing, it takes 2 hours to get home. And I have lived in this city all my life. at a joke.

vide more options on frequency of caltrains leaving BEFORE game ends.

for parking to a Giants game is insane. $20 was bad enough but doable. The first game we went to we were really caught off gaurd have been to other parks and this is the most expensive to date. If it stays that high I will just not go to as many games especially ad as the Giants are.

ve begun to drive since Muni shuts down the Twin Peaks Tunnel at 9 pm on weeknights. The substitute shuttle service is awful and ac at least 30 mins. to the trip.I would think the Giants could encourage Muni to extend their service until 11 pm on game nights. I also ha skipped going to games as have many of my friends due to the weeknight problems of getting home.

Parking at the park is too expensive and limited

MUNI service for people beyond the Castro is impractical for night games, due to the closure of Twin peaks tunnel Parking rate gouging has been particularly egregious this year

Getting in isn't difficult because we arrived early, but getting out of the pier parking area and through downtown traffic to the Bay Bridge was horrible. I would think hard about driving in with my group in the future.

We generally take the ferry because of traffic and parking hassles. We don't really like taking the ferry because of restrictions. Some times we get to the game after it has started. We do drive if the game is early evening such as the 4:05 start on 7/26

If parking becomes more expensive or more difficult, we plan to attend A's games instead especially if Bonds is not on team.

parking is not so much a problem, and i know you probably have no control over this but it is the lack of regulation when getting OUT of parking lots. there is no control, people cut each other off and then fans are walking across driveways when it is OUR green light and they should be waiting. when we usually park on the street for night games there is little or no traffic getting onto the bridge, we usually park on Harrison. when we parked in the big parking lot down by the piers for yesterdays day game it took 40 MINUTES just to get OUT of the parking lot and we left the game a inning early. ridiculous. but i also don't like public transport because people are so pushy and such and im a little claustrophobic. also in a night game if it goes into extra innings i may be forced to leave early so as to make sure i have a ride home and with a regular time ending i wont get home until midnight or later.

It is very disconcerting to have to get off the Muni at Castro & take a shuttle bus over the hill after 9pm.

asdasdas

Muni to the ball park is OK. MUNI after the game in NOT OK. Since the opening of ATT in 2000 N-Judah trains from the ballpark to The Sunset District has been erratic, inconsistant, confusing, etc.etc. This past Wednesday Evening after the Nationals Game the departing N Judah train was delayed for a lengthly period as it approached the tunnel entry. The MUNI operator was in good humor as she announced a computer glitch. A white MUNI pickup truck drove past the train toward the tunnel with lights flashing. These delays are not ncommon. We bGiants fans are packed into Muni Cars like sardines, sometimes the ventil ation is not adequate, and many are ncomfortable as claustrophobia symtoms are apparant. It is a wonder that medical emergengies have not occurred. Finally our N Judah ade it to the Embarcadero Station. Wednesday Evening elapsed time from entering the train at ATT park (2nd & King) to Cole & Carl op was in excess of 45 minutes. Since 2000 MUNI has creatively been able to find new ways to delay the N Judah line. As a home wner, voter, tax payer and Giant Fan, I cannot be proud of our MUNI system. In fact, I find myself embarrassed that City Government as allowed the inefficiencies to prevail. We all should be ashamed.

e Giants need to maintain the number of parking places presently available or make more available. How about building a parking rage?

duce the parking any more and I won't be a season ticket holder much longer

ually drive - it only takes about 25 mins....I did take CalTrain to the All-Star events which was very convienient, but I don't take the e ress train since I get off earlier....plus, getting on the train after the game can be stressful...I like waiting in the ballpark after the game t et the crowd subside...especially after a Giants win!!!

s ar, we stay overnite at motel, and drive a short trip to the ballpark; thendruve home after the game, It is easier getting away from the g e from the parking garage then Lot A. $40 is about as high as we will pay, I think, Then we might considerr cab from the motel.

W ove public transportation - it would be nice if it were easier to get from Embarcadero Station to Fisherman's wharf. Sometimes the wa for the F line is a long one.

th k it has been a lot easier then candlestick. Parking should be cheeper for season ticket holders

th e was some other type of transit from the Marin County area besides ferry I might use it. I haven't tried the ferry even though I hear nly ositive things about it. I don't use the ferry because I want to be at the games 2 hours before they start for batting practice. I also ke stay later than the 20 minutes the ferry leaves after the game. Sometimes there is public viewing of press conferences, post game re rks, etc. that I like to attend.

ve ve no problem getting to parking lot A when coming to the games.

p ents need the handicap parking in Lot A. If Lot A is not available, they will not be able to attend any games.

It was easy yesterday (non commute hours). I would consider BART more seriously if it ran somewhere closer to San Jose or Campbell

The transit police on King street are poor. They need to address the congestion that they add to by not moving cars efficiently. Sometimes when you want to turn right onto 3rd from King, they only let a few cars at a time go as pedestrians straggle across the street.

Love the ferry!

Parking is WAY too expensive now, and if you are planning to raise the price more, we will not purchase it next year.

I take handicap persons to the game and it is to difficult for them to ride muni especially after the game with all the crowd waiting to catch the trains.

what's up with the lack of outbound muni to west portal after a game? MORE OUTBOUND trains to west portal!!!!!

need better weekend caltrain service on wekends.

Muni seems to run less frequently since they changes routs. They need to add more cars

You need to establish closer parking lots for disabled and elderly people so that the long journey to the "Yard" is less difficult. Thank you, Mary

Very easy

Last game I attended was Tuesday, August 7th, but that didn't show as an option. I generally take BART to work; walk to AT&T park after work and take Caltrain back home.

Muni does NOT make it easy to get to the ball park from where i live in the richmond district. I don't understand why they can't have buses drive the extra 3-4 blocks to the ball park and make the loop to the terminal rather than have me transfer and wait for a shuttle to the park . takes 45-60 min

More and affordable parking is needed near the park

Is faster to get home when i drive bart adds an other hour to my trip

Bart parking at the Pleasanton/Dublin and Castro Valley stations for weekday games SUCKS. It really makes me think twice about using public transportation.

Last year we drove about 1/3 of the time, this year we almost always take the train. We might drive if we have 6 people and plan to arrive very early, but we are worried about the reports of decreased parking available. Taking the train makes each game about a 6 hour endeavor; driving decreases that by 60 to 90 minutes.

SF. Muni service has gone down hill the past two years. Started out great in 2000 and did an excellent job for the first few years. Their single car trains to AT&T Park at game times is near useless. They need to operate a more consistent service rather than looking like they make it up as they go along.

I am disappointed that the Larkspur ferry does not run directly to the park for day games during the week.

Caltrain needs to put more cars on the trains after the games. It is always standing room only on the express train to San Carlos after a night game. We always have to rush to the train as soon as the game ends in order to get seats.

Transportation is not good from Gilroy. We pay too much for parking now but I have two artifical hips so really have no choice Too far to walk from the train station to the Park. Used public transportation during the All Star activities and it was not a good experience

Giants / SF Govt. being ridiculous - NEVER informed of this B S. future parking problems when you built the ballpark and I funded as season tx holder (smell lawsuit - NOT from me). You guys claim South BAy rights - in meantime spend TOO MUCH time (cost me $ as a business guy) getting to the (damn but good) game while I serve as a Giants marketing rep giving tickets to all kinds of clients and promoting the experience! (while also having to apologize for the parking costs and hassle - becoming xxxxx Dodger stadium!!). NOW build a damn parking structure at LOT "A" with as many levels as possible / necessary - it will pay for itself many times over (and stay away from the xxxxxx greedy developers - might as well hire someome like me that would NOT want to grease every wheel to get done' comprendo??) ... toooo frustrated with Govt./ bad planning / greed!

Very easy on BART. I don't understand why anyone drives.

From San Jose the Caltrain cost for the family is $45 and takes 80min. Parking the car was $30. BART still requires a drive to Fremont. From San Jose driving to the park is the choice for us.

Drove to S.F. on Weds. stayed @ hotel and took muni to both Weds. & Thurs. games. We have driven to Oakland & Larkspur and taken the Ferry several times. Parking @ the park is a hassle!

My sister and father are both disabled and since my sister is in a wheel chair transportation is always a concern for them both, but particularly for her. We would probably take the train more often, but they do not always have a wheelchair lift or ramp available. Also, although it only down the street, the walk from the train station to AT&T park is extremely difficult for my father. Transportation is always a great concern and hardship for our family and the escalating costs doesn't help much either.

I prefer to drive as public transportation is not as convenient & I can find free parking on the street to 99% of the games

Improved service from Muni noticed in the last month. Prior to that shuttles from Embarcadero Station to ballpark were infrequent, and trains were held at Embarcadero Station for long periods when cars were already at capacity and should be sent on their way.

Have at least two trains with a non stop to a midway point so we can stay for the whole game and not come home like sardines! Thanks

bought the parking pass at the beginning of the season and I think the discounted price (approx $20 per game) is fair. Sometimes I sell ny tickets to people that take the train, so I get stuck with the parking pass, but it all evens out. There are other times when I have sold ny seats and pass, and then bought other tickets to the game, so I have paid to park in the UCSF China Basin parking garage across the treed from the park on third. (Actually, that parking is the best as far as getting out and onto the freeway. Lot A needs to have more affic direction so that people can get out quicker. With the Pier parking and lot A parking merging together, it sometimes takes 45 inutes plus just to get out of the lot! I always stay until the end of the game, but I can understand why some people leave early, just to void the parking mess.

only makes sense as a resident of SF to take MUNI to the park. Parking is a huge financial rip near the park. The only real alternative ight be a taxi going home in the later afternoon or evening after a game

on't change access from Fremont. It works well.

e live two blocks away; We never take muni to the ballpark because it is closer to walk, but they would not let me submit without swering question 15. So the answer to 15 should be walk, but you do not have that option

ferry is great

ould be nice to be able to get the ferry to the ballpark on weekday day games rather than walk from the ferry building

e they have opened up the piers for parking it takes much longer to get in the A lot. If they would have someone directing the traffic it ld help, there are no signs and most people don't know where to go and it becomes a huge bottleneck. I hateto think how horrible it e when they develop the A lot. We go to about 70 games a year and it takes twice as long for us to get to the ballpark from dside on public transportation, that makes for a lot of late nites. I think we will have to revaluate our season tickets without ienent parking.

ejo ferry should have a boat to the ballpark instead of ferry building and on weekends i didnt like the trade today 8(9

y caltrain

altrain is the only way to go from the South Bay and the Peninsula.

Questions 14 should an option of answering "No." Question 15 should have a "not applicable option based on your answer to #14. Caltrain is the ONLY way to go!

Getting out is a real pain - especially from pier 48. Coming in - if early - is really not too bad.

confusing information on how to interact between Bart and Muni. Easier to walk from Bart to ballpark than to figure it out. Also it would be helpful if there were more ferry service such as to Berkeley or Vallejo

Currently, I'm not experiencing any difficulty with getting to AT&T Park.

itseems that the ferry that drops you off at the ballpark often sells out. With that kind volume it makes it hard for me to take, please ( I know their exspensive ) add another ferry, I have a feeling it could support itself and be a good investment, possibly corporate sponsorship could help pave the way. I would still drive from Santa Rosa to Larkspur (thats about 2/3 of the way) but at least it would help on the parking. If we could have more faith in the system, it would go along way to helping us plan to use it. Right now it is still( time wise) faster and a bit more convenient with our schedules to drive.

The City of San Francisco needs to STOP BUILDING!!!!! I go in thru "the back door" --Illinois/Terry Francois. There is too much construction going on around the park--traffic lanes are not clearly marked (some of them are so old you can't see the lines)--there is one curve that is very confusing--two lanes going into the curve and oncoming traffic seemingly in one of the lanes on the other side of the curve because of construction in the intersection. I've been driving this road since the park opened; EVERY game there is almost an accident...also, Imperial Parking needs to get their act together...there is little or no traffic control from Francois into Lot A. Ever since parking has been allowed in Pier 48 (the shed) it's a bungled mass of humanity. After the game is much worse; people leaving from the shed and Lot A must contend with the tour buses...dinky plastic cones inconsistently set up after each game ain't gonna do it. Good God, people, Bill Graham figured out crowd control eons ago. Have we forgotten EVERYTHING? What happens to Lot A after the lease runs out? I prefer driving; I am disabled and enjoy the easy egress and a jaunt across the Lefty O'Doul Bridge. Please don't let the City take that away just to keep building. I don't want anyone else moving here. Thanx.

Really love the ferry boat service. Hopefully next year, Golden Gate Ferry will resume the direct service for weekday games. Go Giants!

parking metered spots near the ball park remain vacant. But, they are only 2 hours. Let's use them for game days. Also, if a free or very modest cost parking lot were available near the end of the embardadero street car line, then I would park there and take MUNI. The ferry great but not a bargain.

art or Caltrain is the easiest way for people living in the South Bay, but can be inconvientent as well.

s very easy to get to. The only problem with taking BART is it doubles transportation time from 45 minutes to 90 minutes from end of ame to home.

arking is a serious problem. I drive a long distance to come to the games. Weekday games and Saturday games are almost too xpensive to attend anymore. I can generally get cheap parking all other times.

e come from Sacramento and usually do not have time to take public transit to the park (which can double the travel time from acramento). It's imperative for us to continue to have accessible, affordable parking if we are to continue to be able to attend a gnificant number of games per year.

ltrain should provide parking at the starting station for fans wanting to take Caltrain to the Ballpark. Often times finding parking at the ltrain station is a BIG PROBLEM!!!!!!!!!!

a family member of a SF Giants employee, Closeing down the street around AT&T in the 7th Inning is crazy. The employees have a nthly BBQ. I leave my house in the 7th inning to get there and set up in the Employee parking lot (B lot). Most of the time I can't get re, and if I can it is an act of congress.

e the options

ming from Napa we sometimes take the ferry and will likey use it more if parking gets much tighter and/or more expensive BUT when erry is full then we have to drive! Will not consider using BART. Make the team a WINNING team and people will pay justt about thing to park however....

sh Bart would run a later train when the Giants play night games. Many times when the game goes into extra innings or there is works after the game, I can not stay for I might miss the last Bart train back across the bay. Because of this, sometimes if there are cial events, or fireworks "after the game", I will drive my car.

I take Bart during the week and my car on the weekends.

I have no problems. I live 2 blocks away!

From Los Gatos going and RETURNING from a game has required a car. Public transportation is not a real choice for returning after a night game. It just takes to long.

The problem with taking Caltrain at night is the time it takes to get home. It is much faster to drive a car. If parking is limited then allow ticket holders to ride within Zone 1 for free so they can park at other stations and take the train in for the last few stops. Another idea would be to have an express muni service to and from some other reasonably secure parking location. (Candlestick, Stonestown...)

I park on Brannan and 2nd.

love bart and muni withpasses avaiable at tables

It's getting harder and harder, solely because of parking. I no longer buy tickets if I don't have my season tickets (and parking pass) for a game. It used to be if one of my ticket partners had tickets for a game, I might still by some other tickets and go to the game. Not anymore. Caltrain is worthless because it takes SO long and runs so infrequently. I'd have to leave work early if I was taking Caltrain to a night game, and I could not do it if I was with my kids because we would get home so late.

It's a snap!!

Parking is getting more difficult and it is discouraging. We may just give up our season tickets. p.s. - it is annoying that your survey does not star mobile phone as a required field, yet I can't submit the survey without giving you my mobile phone number

We pay for Lot A passes every year, and if we are turned away from Lot A because of it being full due to cash sales, we will probably attend fewer and fewer games, or not renew our seats.

Public transportation to and from the city by all public transportation systems should be more affordable and should work with each other in getting patrons to their destinations without having to pay additional money.

ALTRAIN is the best way for me and my family to to the game but quite often I am working in or near the ballpark so then I drive my car.

est ballpark in the country to get in and out of both by car and mass transit. Don't change a thing!

vould take the bus during the week, but it takes so long to come after the game ends. I know game ending times vary, but regardless, ere is always a long wait for the bus on 3rd street and sometimes the buses go right by without stopping or are so crowded you cannot t on - and it is cold on 3rd street, while waiting.

he bus didn't take so long and wasn't so packed, I'd take that in a heartbeat, but an $11 cab ride that takes 10 minutes with minimal lking is much better than a $1.50 bus ride that could take 40+ with waiting, and I have to walk several blocks and it's terribly crowded h tons of stops. If I was closer to the muni trains on embarcadero I'd do that. And if there was a subway or bart extension that ually went outside market st, I'd certainly do that.

ere needs to be a bus that goes directly from the north side of Golden Gate Park to China Basin. The Sunset District has the N-lah. We have NOTHING!!!. Further, the 5 Fulton needs to run downtown ALL NIGHT LONG - not just to 7th and Market after 6 pm. it is bullshit!!!!! To get home, I have to take a MUNI Metro to Civic Center and then step over at least 5 bums to get to Hyde and Allister to wait for the 5. The walk stinks of urine and there is always one of Newsom's bums begging for change or sleeping on the et. Disgusting!!!!!

t games I come with my family of 4, in which case, the gas/parking is about the same as 4 BART/Muni tickets So in that case I er driving. If I come with just 1 other person, it is cheaper to take BART. Also, I would take BART if there is a reported massive y on the Bay Bridge

n my house in Diamond Heights with no traffice I'm at the ballpark in 6-7min. Parking can be difficult and I'd rather not pay For the ar Game I took Bart and Muni. Took 30 min/but, that was exceptional.

e an 'arrangement' to park in a private lot for free, near the yacht club, so I'm OK for now When I ride my bike, the bike valet is the ATEST!! Be sure to keep that going! If I could not park for free, I'd probably park farther away and walk or bike in Public transit is nd I have done it, but prefer to drive/walk-in.

The parking really sucks, now that more and more and mor building is going on in the area and parking spotsw that are around are restricted during game times. I would like to use the train more often. getting to the park is fine, but getting home afterwards takes us tw ce as long as if we drive and that stinks, we just want to get home, not stand and wait to load onto a train then sit and wait until it's packed ike sardines, sometimes we have to stand most of the way to San Carlos. It's not a nice experience and especially tiresome for my 76 year old mother who enjoys going to the games.

it is slow leaving the park, and slow changing trains

We love the close proximity of the train station to the ballpark.

I know the parking situation is becoming more difficult in that area, but I would highly suggest to figure out a way to have more parking and keeping it at $20 fee. A lot of people have to drive to the games, and I think attendance might go down if their options on parking go down. Thanks for doing this survey. GO GIANTS!!!!!!

I always take Bart, I have since the AT&T park opened

I take caltrain to all games. I never drive to the game.

Need more parking lots closer to the ballpark

Muni SUCKS!!!! They run too many small trains, and I'm sick of it, I can't stand Muni, their platform people are rude as hell, and seems hey have more cars going out of service when theres 30-50 people or more waiting for one of their trains, did I mention I hate Muni, On veekends I go to city early so I park on streets by ballpark because i wont pay $30.00 to pay to park my car, Giants are out of their minds harging that much, it costs a family of 4 $200-300 to go to a game, last yr I'll have my season tickets since the Giants will be a last place eam for next decade, all I wanted and did was go to All Star game, BOO to Giants for having some of the highest prices around baseball

30 for parking is pretty steep and sometimes hard to find. Now that there is so much construction nearby, parking spots are getting carce. CalTrain has been great for the most part in getting TO the park, but the return trip home can be a nightmare. The mad rush to y to get a seat can be dangerous for families with younger children or for senior citizens. I'm not sure why CalTrain can't have more ain cars or have different routes; one that goes to San Jose, one to San Carlos, one to Redwood City or something like that. I really refer to take public transportation especially after work on the weeknights, but I always dread the trip home.

's a lot better since MUNI has the N-Judah going to the Cal Train Depot again.

he only time I take a car to the ballpark is if someone else is driving or I have a parking pass. I refuse to pay $30 to park. BUT... there re so many more people taking CalTrain (because parking is outrageous) yet CalTrain has not added any additional trains and it takes IUCH LONGER to get home than it used to in past seasons. I have yet to make an express train after the game because it is so owded at the station. One more train would really help!

the MUNI connection at the Embarcadero Station, it is very messed up!

hink it is fairly convenient to use public transportation. I wish there were more frequent service to the ball park from off the main rail line Market Street.

eed express caltrain schedules to and from the game on weekends. Need more express caltrain schedules in the evenings heading me from the games.

e typically take the ferry 4 to 5 times a year, the problem with taking the Ferry is it takes at least an hour more to get home.

AKE A FASTER TRIP TIME IF YOU WANT ME TO GET OUT OF MY CAR

lmost always BART and walk.

ould concider taking more public transit, But I can be home an hour sooner by driving.

ase keep the N going to Caltrain.

ke it easier to get a taxi after the game. Lining up on 2nd Street is awful. The taxis need to wait in traffic on King Street, and there is organization to the taxi line after a game. This is the hardest place in the City to find a taxi.

The loss of parking lots is making the trip to see a game more and more of a chore. Current options loike ferry of muni, are already stuffed and un-comfortable. On weeknights it can be a very late night which is a challenge for us with families. As it is pier 30/32 is at the max walk distance we can deal with. If Parking gets much worse we will be forced to cut way back on number of games we can attend.

The bike parking is GREAT and not advertized very well. It is better than BART, MUNI or car... by far!

Caltrain is a great service. PLEASE try to work with them on making the post-game boarding more reasonable - there is no control of the line for the trains, and people are always cutting in. Please try to get them to allow boarding as people arrive at the train, and not wait till the game is over and there is a long line as this just causes upset and potential conflict. At the very least, they should have demarcated lines so that the line doesn't get pushed into the street.

Keep the bike parking!

The ferry is too expensive. A regular ticket to the regular ferry dock is 1/2 the price. Why not use the larger, faster ferry (hydrofoil)? It is always full. Every year there is less free parking. Leave it the way it is. Everybody is making enough money.

There is no signage on third street from the south directing people arriving by car to the parking lots as to which lots are public lots and which are prepaid and it is a total mess for parking pass holders trying to get into lot A and everyone else especially just before game time.

Please don't enter me into a contest. This message is for CalTrain - we needed 55 RT day passes for today's game. We are unable to get those ahead of time. We had to stand at a machine and swipe a credit card twice for 18 RT's, then another credit card twice, etc. There has to be a better way. Thank you.

There needs to be free or cheap parking near the ballpark, for those last minute trips to the games!!!

usually find street parking and enjoy the walk.

parking goes up. I will not be renewing my season tickets. Ticket prices and food prices are already higher than other CA stadiums. an Diego is just as nice but a lot cheaper. Parking is already $25 to $30. That's insane. It should come with a mini bar for that price.

a season ticket holder since Candlestick, it would be more affordable to have some kind of special designated parking for holders. ven if its a plan where it can be rotated, that would save lots for ticket holders.

aons ticket holders should have CalTrain discounts and Parking discounts, something.

sent the parking garages or lots spiking prices for playoffs, world series or all star games. Even the Bonds HR chase had higher king prices.

e

ous is wonderful quick ride to ball park - GREAT TRANSPORTATION - if they proceed with the STUPID tunnel under Stockton et - I will stop going to Giants games Tunnel NOT needed - will hurt downtown business for years - ie THE BOSTON BIG !!!!!!!!!!!!!!!!!!!!!!!!! Please help stop this project!!!!!!!!!!!!!!

ays drive from home and park at the most convenient BART station's parking lot and take the BART to Embarcadero. The walk from arkadero to AT&T park is not too bad and very pretty. It's much easier than trying to drive to the park or cramming onto the Muni.

is the slowest part --- There should be the opportunity to by a ballgame psass from muni IN ADVANCE.

Transportation must place us closer to the park. Walking the couple blocks from CalTrain to the gate is impossible for someone moderate walking handicap, like one of us has.

g the MUNI home can be a very painful experience because of the way you have to buy a ticket. You should be able to do this at rk, when you get there to avoid this. On the way to the game, you often are stopped within walking distance to the park, but can't the train. Then you sit there as game time passes, swearing you will drive next time.

ick entrance to lot a is a mess. the cross over of people going to Jelly's and lot a nees a police officer directing traffic.

sometime it is easier to get off of BART at a station other than Embarcadero

Getting to and from park, all things considered (construction, large city, etc.), is really not too bad. There are plenty of options if you do not mind the periodic inconvenience.

Amount of parking hasn't been an issue at pier 30/32. I've never seen it full. However at the end of the game, simply exiting is rediculous due to only one of the two gates being open. 2 hours to exit the parking lot is unacceptable. Simply open the South Gate towards the end of the game and it would solve the problem with this parking lot. If opening the South Gate causes potential risk to pedestrian traffice, increase the cost and add some traffic control. Like commercial buildings, don't parking lots have capacity and acceptable ingres/egres criteria? Public transportation is not an option from where I live. I will simply stop coming to games if I can not exit a parking lot in less than 2 hours. Sincerely, Todd Albertson

It is always a HUGE challenge to get a cab out of the ball park after the game. That is my only complaint about transportation to and from games.

One problem that we are having is getting home on Muni in the evenings. The L, K and M stop running underground to West Portal after 9:00 PM. We are forced to board shuttle buses at Castro to West Portal then transfer to a L to get home. One evening it took us almost 2 hours to get home. There is no problem getting to the game or getting home from day games.

The train is convenient and beats driving and finding (and paying for) parking. Seems like there are more people taking the train.

We have come to the ballpark using all 5 of the methods listed in question 15. Our preferred method is to use the ferry as we come in rom the North Bay. We prefer to take the Larkspur ferry to the Ferry Building and walk the rest of the way to the ballpark. This does not vork for night games, which we try to avoid. All of the above methods(except private car) are preferable to driving and parking.

try to avoid the light rail at all costs going home because it is so crowded. Anything that could be done to alleviate the crowds on the rains would be awesome.

Cal Train needs to review frequency or length of trains as there are stations that get bypassed as they get filled up prior to reaching tations closer to the stadium. Department of Traffic & Parking needs to review exit policy as you leave lot A by way of Third Street you re forced to go up third and are not allowed to cross Third and go besdie Lot D to Fourth Street to King and have ready access to the reeway. Why are cars allowed to park in a coned in area on third stree alongside Lot A. Why has Lot A access been denied on th East ide where there is less traffic, except those going park in the sheds

takes 35 minutes from my house to the ballpark by car. It takes an hour by Caltrain.

urrently not a problem. I would reccomend the City and County work with the SF Giants and leave the current parking lots as they are. If ne Giants do not have parking it will affect attendance.

We love the park -- and it is great being close enough to walk. We would never drive but would take BART/MUNI if we lived further away.

isting from out of town we took the morning tour of AT&T Park walked to Financal District had dinner and walked backed to Park. rode us 45 back to rented Flat. We did leave game ealy on the advice of a local to make sure we made it back to our flat.

usually don't have any problems getting to the park, unless there is unusually high traffic (may or may not be game-related), as I come from the East Bay. If I come with my wife, I'll always drive, but if I meet my Dad at the game, it's 50/50 if I BART or drive.

asy access for the most part.

would like to say that using Caltrain is very easy, but I would like Caltrain to know that they way they run or manage things at the train ation after the game is over, is very very poor. Every time this year, especially the night games, they do nothing to control the crowd. ven if you get to the station a little early and stand in line to get on the train, no one actually controls the crowds and when thet finally en the doors up to let people boared the train, people who have just arrived and never stood in line, just push right through. I would ally like Caltrain to do the following. 1. Allow us to board the train early. say maybe 15 to 20 minutes early if the train is already their and iiting. That would help with the crowd rush. 2. Control the crowds and make sure everyone stands in line and wait their proper turn. er the last two experiences, I am seriously thinking about driving my car for future games, and that would be a shame

&T is one of the most high priced baseball venues in the country. It is also one of the worst in terms on ingress and egress for the portunity" to pay $30 for a parking space in Lot A. As a Charter Season Ticket holder, I am becoming less and less interested in ending games at AT&T Park. It's a 300 mile round trip for me and the hassle just isn't worth the aggravation and expense

Don't Eliminate Lot A in the future. It would be insane to have a newer ball park without any public parking.

Don't lose the ability to drive a car to the game.

I'm glad N-Judah once again goes all the way to Caltrain.

Caltrain needs more bullet trains for game days and during the weekend. Some speedy service from Millbrae would be great - just like a ballpark express. I usually take Bart home to Millbrae because of the schedule - why wait until the "hour" for a train when Bart runs every 15-20 minutes - so I have more options to leave the ballpark when I want to.

I wish that BART came farther up the I-80 corridor. I'm planning to move to the North Bay and wish there was BART along HWY 101. I stay with family and friends in the SF before and after some games and park near the old driving range (STYX) after hours. I really enjoy the walk along the channel where the houseboats are.

Relatively easy depending on the game. Parking fees much too high however I understand the concept supply and demand.

I enjoy public transit, BART & Muni. It's cost effective and efficient for getting to AT&T Park.

Parking costs for AT&T park are outrageous! It is a rip off. This was the first time I took the ferry. I would rather drive so i can get to the gme earlier and enjoy some of the festivities and shop. I had no time to do that today. I got to the game less than 30 minutes before the start.

Ferry service great - usually take an early Larkspur ship and walk to the Park. Home, of course, is from McCovey Cove. Thanks!

great ballpark

More trains on the 3 T going south after games would be great.

The restoration of the N Judah to caltrain has made my ballpark travel very convenient. Since I go to the games often I have started uying a monthly FASTPASS and now use it for travel all over town. I have put only 3000 mile on my car in the last year and a half ince starting to use MUNI. Previously it was 1000 miles/month.

love the fact that I don't have to worry about driving to a game.

altrain is a great option, and we will continue to take it more. The only drawback is that it takes longer than driving.

ave been season ticket-holder since '00. Depend on finding street parking for night games and Sundays. I will take BART occasionally, t if street parking gets tough, will cut back on games and maybe bail out altogether.

e ferry going directly to SBC park needs to be faster and should leave Larkspur sooner. Many people would like to be there with plenty time before the game starts. The few times I have taken it over the past few years, the direct ferry going to SBC park arrives just as game starts or even after the game starts. Many fans share my displeasure in this service. Also, many feel that the length of time to ve the ball park is too long as well. It says the ferry will leave 20 minutes after the last out is made, but it often is longer.

not recommend the train from San Carlos. Parking ticket machines are broken. Won't take your $2, but then issue a ticket. It is a m.

en leaving Parking Lot A, we need more traffic control to get out of the Lot. Also, need to have priority at stop signs and light signals Lot A to 280. That would empty out the lot more quickly.

e season tickets and usually go by car. We park at Safeway parking garage. Sometimes it is very expensive - we would like to ge that but do not want to park to far from ballpark. Parking has ranged from $25.00 to $50.00. Not a good thing

fully you don't make it more difficult to drive to the park. I respect and commend individuals that use public transportation, but if I o take public transportation, I wouldn't be able to bring my 8-year as often, and that would be intorlerable to me.

Sometimes, especially for big games, there are not enough muni metro trains to handle the crowds. And on the way back after the game, the construction that closes the K-L-M lines after 9 pm makes the trip home double in time. Sometimes MUNI runs at least one K, L, and M after the game all the way to West Portal, but whenever I ask someone about it, they say it isn't done, and then I find out later it is. There should be some accommodation on game nights. We get home so late after the game if we take the K,L, or M that we have to leave early just to get home at a decent time because of the delay in getting home on MUNI.

I have a season ticketholder friend that has a Lot A parking pass. We carpool and I pay her to defray the cost of her yearly parking pass. But, in prior years I knew if I needed to go on my own, I could drive up and park in Lot B, C or D. Now I know the price has gone way up and Lot B is gone and the other lots fill up very early. I don't go unless I can ride with my friend. I don't care for the train, but that would be a last resort. FYI - I was at the ballpark on 8/7, not 8/8. But that wasn't one of the choices in question #1 and the other games I either didn't attend or haven't happened yet!!

Wish the train came to the North Bay

More frequent trains. More cars per train.

When we first were going to this game we were planning on taking the ferry. Then we found out the ferry doesn't run past the time the game would be over. I would like to see the ferry work for longer hours during home games to help with car congestion.

Query: Why are Muni trains so slow in getting from 3rd Street to Embarcadero Station afdter games ? It seems that trains wait in Embarcadero Station for an unnecessary length of time, causing a backup in the system all the way back to the ballpark.

One of the great positives for me about the Giants experience has been the ease of driving. I have been a season ticket holder from day one and I have never attended a game which I didn't drive to. I am very concerned that development along the driving and parking area will negatively impact my driving to games. This will also negatively impact my willingness to continue as a seaso ticket holder.

do not like that I have to really rush out of the stadium (from the upper deck) in order to make it to the express train (first stop San Carlos), since otherwise the local take 30 minutes longer for me to get home. There is huge wait for both escalators, and I've found the ramp isn't any faster. Part of the problem is that there are not enough cars on the train, such that there needs to be many more seats available. THanks.

We are season ticket holders and would like to continue parking in Lot A or something comparable at a reasonable price

is so much better than getting to and from the Stick. I just wish the Giants would bring Rusty back.

Bart has to many out of service on game day.

Access to Lot A is becoming more difficult because cash is accepted for some games on seemingly random basis. Can't get straight answer from Giants why access is denied to numerous spaces in Lot A closest to stadium.

The train is great because I hate to drive in traffic.

Lot A traffic control needs to be improved using police. The Dodgers series was crazy, a free for all around Lot A--very scary!

Prefer golden gate ferry

The only good option for public transportation from the north bay is the ferry and you can't arrive to the ball park early for batting practice, leave the game when you want

Have 6 season tickets and I almost always tailgate. If I couldn't park near the stadium and tailgate I would attend fewer games.

After the game last sunday there were 3 shuttle trains before the N Judah, bad planning.

Was very hard getting around the area cause of traffic

The muni outside the stadium after the game is a joke.... need more trains to get to bart or add bus line to get to bart Parking is a pain so BARTing is great just a bit of a walk from embarcadero BART station to stadium after the game. Prior to the game muni from BART to stadium is cool if you get there early enough, afterwards is really bad.

For me; it is very easy. I can walk in 45 minutes from home, or in thirty minutes from work. I can take a bus within a couple blocks, or I can generally find a taxi to get me within three or four blocks. On the other hand, I can also drive and find parking on non-"Big Game" days or nights (if I time it right).

I NEVER used to drive -- I always took the #10 bus, but then stupid Muni discontinued that service on week-end and nights. They also discontinued the #30 - the only other solution. Taking the Metro and changing to F line is way too inconvenient.....Bring back the #10 service and my car can stay home - I would be happy, Muni would be happy, and the other people on the roadways and parking spots would be Happy.

Keep up the good work, the park is beautiful.

Great location-very accessible.

When the Port of San Francisco sells the land that Lot A is in currently, you better have a parking plan in place for the season ticket holders. The uproar over this issue will make the CalTrain mess during the first week the park was open in 2000 look like a walk in the park. CalTrain had 4 years to prepare and still screwed it up. YOU NEED TO HAVE PARKING AVAILABLE FOR THE SEASON TICKET HOLDERS.

lack of available parking is bad. trains are over-crowded and full of drunks. I would definitely opt for the train if they ran more often and they had better management of the behavior of the passengers.

Better parking planning needed by Giants Organization or the team had better get much better.

Really enjoyed the 4:00pm start time. Love the 6:00 pm Saturday games.

We had 21 people in the LIMO but still felt guilty. We normally take BART and muni. After going to Candlestick Park many times over the years - I think AT&T Park is a dream with so many options of transportation and entertainment outside the ballpark.

Would love valet parking - would pay up to $40-$50 per game to park close !

Caltrain is the easiest and fastest, especially with the Express to San Carlos on the way home!

Parking is way to expensive. We plan on taking the BART from now on.

Parking near the stadium is already too expensive for me to pay. I park in a cheap lot downtown and then walk a mile or so to the ballpark

No problem. I like parking lot A. Hope you can renew contract FYI, The last game I attended was not an option on ther drop down list. Saturday July 28

Question 15 excludes walking.

Like CalTrain you can drink beers on the way up.

Love the ferry to the ballpark and ferry building. I rarely if ever drive.

For myself the only way to get to the ballpark in 1 1/2 hrs each way is driving. Any other mode takes two to three hours each way. Sometimes I leave my house at 11 drive, go to the game and am home by 5-530 by driving. We need the parking lots for 20-25 dollars or else people will stop going and using my tickets.

Is very easy to get there - many alternatives

Using the charter bus was great!

July 15th, I ended up going by car. I hated it because it took us over 30 minutes to get into Lot A (we had a parking pass, but we'd never park there again!) even the officer who was directing traffic could not fix the traffic situation. I am telling everyone I know to take public transit to the game because of the issue!

when muni is running on schedule, it's easy. when it's not, it's awful!

On another subject - I was disappointed that we did not get to see batting practice despite arriving 2 hours before game time due to the family softball game

he last 2 home stands muni seems unprepaired for the amount of bart fans @ embarcadero to ball park for weeknight games.I have had o wait up to 10 min for a train that can only let a few on .thursdays 4:05game had to wait through 3 almost full muni trains (after 10 min vait for first train) then force my way on , to see many people still waiting.I bring my 9 yr old a lot & this is a little more trouble to have to eep him from a stampede of impatient & frustrated fans just wanting to get to the game . sometimes i feel i could walk faster than wait &fight my way on a train. yet not comfortable walking @ night with him alone (not safe).i try to use public trans as much as i can this is ny only complaint.thank you & go giants.

Iriver is the fast and easy for me but the price to park is way to high. It goes up about $5 per year.

'ery convenient

Muni's schedules, sardine packing, lack of organization, and communication is horrible! Safety issues with lack of cars, sardine packing nd platform stacking after the game is horrendous and we wait over 15 to 25 mins. AFTER the games before going to the boarding latform. People do try to be considerate for debilitated persons, but, what's a person to do once they are crushed into a car without eating? When you eliminate more parking lots, Muni can only get worse, something hard to fatham. It's intolerable! People complain, ut, try to live with it. After the game, Muni cars should be lined up according the volume of people. My last game was Friday 7/27, ireworks Night, and we left the park approx. 11 pm and couldn't board Muni until 25 mins. +, again packed to the hilt. We live in SF and ot home after Midnight...with only a 5 min transfer delay between BART and Muni. So, from 11 pm to 11:40 our entire delay was the luni log-jam. The Giants need to get at least this part of the Muni schedule resolved, before the elimination of the parking lots and/or efore there is a serious injury trying to board Muni after the game. Thanks.

arking was horrible. No advance warning. Late for game and lots of frustration.

nprovements are needed. More people are taking public transportation and schedules and number of trains need to be re-evaluated.

ltrain has always been very conveinent, however at the last game i attended, july 26th, i found the wait after the game to be annoying, e did not make it to the train station directly after the game and we had to wait a whole hour for the next train

the Port of San Francisco, closes Lot A, we will be forced to attend fewer games and may need to give up our season tickets Taking ublic transportation is not an option for us as we have children who are dropped off at relatives so we can attend games. It is ridiculous at the City wants to benefit from our $ by going to the games, but wants to make it so inconvenient to park. Do not try to guilt people to taking public transportation. It is not an option for all. The City and the Giants will lose if they make it inconvenient and unreasonable park at games, especially for season ticket holders.

ore MUNI cars so we can actually sit down on the streetcar

t enough directions (road signs) to park. GO BRAVES !!!

etting to the park via Caltrain is very convenient for me and I will continue to use this method in the future. However, I understand that er the next couple of years the available parking will be going away and more and more fans will be forced to use public transportation. hoping that when that time comes, AT&T park will have made arrangements with the public transportation systems to provided ditional trains, etc. to accommodate the increased numbers of fans. TY.

e cons: Caltrain does a poor job of handling crowds at the station. Trains do not necessarily leave when full as advertised and not pperly policed for drunks and obnoxiously loud patrons. The Pros: It gets you home quickly and without traffic hassle.

lden Gate ferry is the best, most convenient way to travel. The service is fantastic!

ould be nice if the Muni 47 line terminated closer to the Ballpark

S CROWDED ON THE MUNI BUT ITS PART F THE EXPERIENCE

kes a long time from Ripon.

In 2000 parking started out very reasonable, but each year it has got more difficult and very expensive It seems parking has become a huge money maker and you have given us less choices. You already kill us on ballgame tickets, give us a fair break on parking. Make the new development pay for their expansion not the fans!

Taking the train is not only convenient, it make sense in terms of ecology.

Better signage to show where to purchase muni tickets at the stadium.

We never attempt to take our car to AT&T Park. We always use public transportation. Would like Muni to put on more buses for approx one hour after games. Inconvient to wait a long time for the bus and then be so crowded there are no seats.

t would be better if there was another dock for the Vallejo Ferry so that we do not have to wait 30-45 minutes after a game is over to get nome

BART had very poor return connections. We hadd to wait 30 minutes for the return BART train. And we left when the game ended, took ne MUNI street car straight to Embarcadero. More frequent service needed to Castro Valley/Pleasanton.

ove taking Ferry, but it wasn't running this day

ly family loves going to games and we love the Giants. However parking is becoming increasingly difficult, so much so that we are inking of cancelling our season tickets. Again, we love the Giants, but we are just not sure it is worth the hassle - I hope you are doing is survey because you are thinking about increasing parking, but my fear is the opposite. If that happens, we will reluctantly get our iants fix on TV. Please add more parking!! thanks

y family of four have been season ticket holders since the park opened. We drive and parking is getting increasingly difficult. If parking ts worse we will seriously consider canceling our tickets. We love the Giants and going to games, but it is becoming too difficult to end games. Please expand parking! Thank you.

rt and Muni are perfect for me. I avoid the traffic accross the Bay Bridge, and parking hassles.

can only buy a round trip Muni ticket within the paid area of BART. I work at Mission and Main and would like to buy a round trip Muni ket outside the paid area of BART.

t and Muni are the way to go!!!!!!!!

the problem of entry into Lot A from Terry Francios...it's a disaster!

getting much more difficult to find parking as more buildings are being built.

getting much more difficult to find parking as more buildings are being built.

n't mind parking a mile away and walking to the park from there. What is more important is avoiding traffic leaving SF approaching Bay Bridge.

to get to, and relatively easy to get out. Took about an hour to get on the Bay Bridge which is about what I planned for.

n arriving at the BART station in Dublin/Pleasanton in past years, there was a table set up for people who wanted to buy round-trip s to the ballpark. Instead of having to find & fumble with change for the ticket machine, we could get our round-trip ticket and go( I Muni-Metro was available too). Sure would be nice if that would return. Also it would be nice if BART could run a few later trains in of extra innings (the last one leaves Embarcadero around 12:38 am. Thanks!

easy to use BART and MUNI. MUNI station attendants were VERY helpful and made it very easy for my family to get to and from park.

great walk along the Embarcadero from the Embarcadero Station; we walk up 3rd Street going back to Montgomery BART

lay getting from MUNI into Embarcadero station after a game is pretty bad.

arking is expensive and there needs to be more lots. Make garages .

30 to park in an unsecured area is out of line and the traffic jam after the game was another hour . I don't think we will be going to any ore Giants games . Oakland A's is a lot more fan friendly, easy in and out

/e were in a party of 7 (2 cars) and we had initially planned to take the ferry. After purchasing the tix we found out there was no ferry for at time!! WHAT!!??? This only aggravated the traffic around the park - we would have reached the game on time and we would not ave waited 2 hours to get out of the parking lot had a ferry been running. It was such a hassel we may not go to a game again unless e ferry is running.

have a spot I park on Illinois near the cement plant, and walk to the park. Exercise. If development changes things will look for new spot.

dd signs to inform cars that lots are full before arriving at the stadium. We drove past lot 30-32 because we didn't know, then had to t in traffic to turn around and drive back. A status sign would have cut the time and reduce traffic around the park. We didn't take the rry this time because there was not a specific ferry for this mid-day mid-week game.

uring the All-Start game I noticed BART sold Muni transfers within the Embarcadero station. I was glad to see that this service is still ound, even after the All Star Game. This is a huge help for people needing to get to the park. Prior to this, I had to search around for w to buy a MUNI ticket.

valk to the park.

uni gets backed up very quickly as people are coming in or leaving the games. Having better peak-time service at these times on Muni erhaps by adding shuttle busses to Embarcadero) would definitely increase the preference to use Muni.

nce the parking is so expensive and traffic usually a snarl, why not strike a deal with BART, Caltrains eetc. to lower prices to Giants' mes. This would encourage people to take alternate transportation. One of the negatives to taking Caltrains is the scramble after the me. Some (not us) leave before the end of the game to ensure themselves a seat on either of the two trains and therefore possibley ss last inning heroics. Additionally, Caltrains should guarantee at least two express and two locals to give us a sense of security not to n out of the ball park at the eighth inning.

e'd rather take the ferry every time and wish it ran weekdays/ nights

me parking needs to continue to be available for those of us who drive to the game. Once I can take Bart from Cupertino to AT&T rk I will take public transportation. Otherwise I will have to continue to drive.

y to take the ferry every time I go to a game because it is the most relaxing way to get to the park. I also love the convince! I think that s VERY annoying that they don't provide the direct ferry service on weekday day games anymore! I wish they would bring that service ck. I recently had to drive to the park because I was not in Marin before the game. I found it VERY time consuming and annoying to to deal with parking!

rking was difficult since we were late, and we had to find an ATM since we didn't have enough cash. When we returned to the lot it s full and parked on the street. The walk was difficult for our children.

tting to the ballpark is ok-not much of a problem. I leave at the 7th inning. The problem is getting home! The K,L,M cars do not run r 9 pm on weeknights!!! This is ridiculous! This means I have to take the streetcar to Van Ness, wait for a shuttle bus on Market eet, then get off at West Portal, and then wait for an L Car to go to the beach! I usually leave the ballpark by 9:15 pm at the latest, I there have been nights that it will take 2 hours or MORE to get home. This is difficult when you have to work the next day The Muni pectors are not much help, and in fact, can hardly be found for information for the many tourists who come to the park! During the 2 eks before the All Star game, the streetcars were running "normally" between Embarcadero and the beach or on the K and M line to r normal destinations after 9 pm. Then it was back to the lousy service! I think Muni should let the cars run as normal during the nts of the Giants games. This would make it easier for the fans to attend. I have considered giving up my season tickets because I e so much hastle getting home at night after the game!

t of all, the drop-down menu for question one did not include my most recent game, which was 7/25 Our choice of transportation ends upon how many of us are coming (if four, almost always by car), where we begin the trip (once in awhile we take Daly City Bart Muni) and whether we are coming from work or from home. If from home, and we have at least 90 minutes before the game when our can begin, then Muni is our likely choice (any less time risks Muni not getting us there by game time) This coming Sunday (two of us be coming by Muni and three three out of town guests are coming by car), we will take Muni due to the SF Marathon.

e trains leaving sf at the end of night games

how about some sort of ferry that can pick up from the tri-city area?

you asked how we go to the park but it was different how i got home...walk/bart

WE need more Caltrains! Too many people, have to leave way too early in the game in order to get a seat on Caltrain. Need more trains. We are carrying way more than Caltrain bargained for originally. Very obvious. Attended a JPA meeting in San Carlos and Ex. Director announced that there are thousands more taking Caltrain now for baseball. REpeat need more trains for base ball schedule if you want to get people out of their cars!

We live 105 miles from ATT. I'd like information on location of nearest BART Station. I took AMTRAK to Oakland, ferry to Ferry Building, walked to ATT, once. Great fun but not convenient because of problems of time table for AMTRAK. The Giants have many fans in the Sacramento area and because of the distance and inconvenience of public transit, we must drive. My husband insists on buying parking because he doesn't like to go to The City and not have a safe place to park the car. My only complaint is that each year the route in and around the streets around the ball park change. As we attend more games and become more acclimated, it's better. But, like this weekend, there will be detours because of the San Francisco Marathon. This really complicates things.

use cabs quite often because I'm disabled and sometimes BART or MUNI are a problem for me. There are a lot of drawbacks taking a TAXI including the driver's own fear of getting ticketed during dropoff and difficulty finding a taxi after the games which really bothers me after a night game. There's been quite a few times when I've had a real problem finding one. There's also been a rash of illegal non medallion holding drivers stealing fares. They overcharge people as well. I asked one non medallion driver how much he would charge to take me home and he quoted $40.00 when a regular taxi ride is usually less then $20. I really wish you'd address some of these taxi problems. It's bad enough being disabled much less not being able to find one late at night when I'm by myself.

ffer discounted cal trains passes to season ticket holders. We live so far away, that the train takes us an extra 30 minutes + dealing ith the crowds and people who have been drinking to much on the train is a hassle.

o real problems getting there, but it would be nice to have shuttle buses to take folks to Market Street or at least more frequent 30s and 5s. I usually take a bus to Market to get a taxi home because it's too hard to get one near the park, so it also would be nice if there ere a designated taxi stand and more taxis when the game is over.

---

rry from Sasualito's n/a for night games; GGbus is nowhere near

ave gone to about 5 games so far this year. I've enjoyed each one. I was disappointed when I parked at the parking lot and it was 0! The BART is convieient but it can get crammed and uncomfortable going to and from the game on MUNI. Sometimes I'm unable to t on the train at all. I would perfer to drive to the game because I love hearing the post game with Miller, Kuiper, Krukow, and mming, but the price is so expensive. Can there possibly be a chance to lower the parking fees, maybe make a garage if space is an ue? Overall I've been satisfied with the public transport service. The BART is great and the MUNI tickets are available right as I get the BART, very nice. I also like being dropped off right by the ballpark The only main problem is the MUNI itsself. Maybe an extra car uld solve that problem. Thanks and GO GIANTS!!!

ve parking closer to the ball park with more parking spaces.

return trip via Muni Metro FROM AT&T park is significantly more inefficient for night games. Muni can't move trains into and out of barcadero Station fast enough to prevent trains backing up. Also, Muni's focus seems to be on getting people to Embarcadero only, ring the fact that many people live west of Twin Peaks.

---

up the Muni transfers tables earlier so that you cen get your transfers sooner and get to the park sooner.

e taking my family on the bart train

anyone considered a parking structure for the ball park? It could easily take the place of the current Lot A and, without a high-rise cy, could still increase the available parking (double?) The city has done a poor job of maintaining street quality during nearby truction.

ions to alternate parking were somewhat vague. We had trouble finding our way after the game back to the bay bridge

easy. Driving from market street toward park on second challenging, given the flow that also uses that street to get to the bay

DT make street parking more difficult or garage parking more expensive!!! Please!!!!

FOR RESIDENTS TO DRIVE TO SF FROM NORTH BAY, IT WOULD BE GREAT TO HAVE CHEAPER FERRY FARES OR FREE SHUTTLE BUSES FROM MARINA DISTRICT.

drove a few times last year since I went with 4 others - no more!

There was very little traffic coming from San Jose to San Francisco on Thursday, July 26th.

would take Caltrain all the time if there were more trains for weeknight games. There are not enough train options on weeknight games lso, Caltrain should add another train or add more cars on their after game specials, as the trains are always overloaded and the San arlos Express is difficult to catch unless you leave before the game is over.

Ame attend last was incorrect - I last attended game on 25 July 2007

eed to charge less for parking and have more parking lots available. Maybe there could be a maximum amount that private parking lots an charge on game days. Atleast the parking places that are within a certain distance from the park.

/e would appreciate a Vallejo ferry schedule that is more in sync with game times. Usually we have to leave the game early to catch e ferry. Street parking in the area has become more dangerous. Our vehicle was broken into and we have since learned that is quite mmon in the warehouse area. Paid parking lots are usually ok, but when All-Star games were going on, the price for parking doubled $40 and was up to $70 in some surrounding lots. There must be some agreement that the Giants and the City can come to, to gulate parking fees for special events.

---

GHT GAMES SHOULD START 15 MINUTES LATER (7:35PM)

here should be a SAFE drop-off spot near the entrance, as I am disabled, and my husband has to drop me and our two children off sentially in the middle of traffic -- and then drive off to Lot A with our Pass, and walk back to the Park alone through the street people d homeless population, not to mention the ticket-scalpers. He is a big burly guy, and he feels unsafe often, walking across that old ooden bridge. We HATE having to go back and forth from the Park to that Lot -- and it is the closest one. The walk in both directions is t not safe at all. Having to jump into traffic to get out of the car near the disabled entrance and the elevators is pretty horrific, too. anks for asking about our opinion. We LOVE the Giants, and will always be fans -- we just may not be able to come to as many mes, if parking get any worse, or any more expensive. Thanks, the Dupire-Nelson Family, San Francisco and Honolulu, ddd-@hawaii.rr.com

e parking is extremely expensive now.

tter since they fixed the N-Judah and got it running all the way to Cal Train

# Exhibit B-1 Port of SF SWL 337 Parking Analysis

WilburSmith ASSOCIATES
ENGINEERS PLANNERS ECONOMISTS

# MEMO

**TO:** Diane Oshima, Assistant Deputy Director, Port of San Francisco

**DATE:** December 3rd, 2007

**FROM:** Joe Kott, Terri O'Connor

**SUBJECT:** Seawall Lot 337 Parking Analysis Results

This memorandum summarizes the parking survey results conducted from August 29th, 2007 through September 29th, 2007. The analysis included an inventory of parking supply and occupancy for the Mission Bay North and South Redevelopment areas, as well as for the portion of South of Market (SoMa) bounded by Howard Street on the north, Seventh Street on the west, and the Embarcadero on the east for the following periods:

- Weekday afternoon (with and without a ballpark event)
- Weekday evening (with and without a ballpark event)
- Weekend mid-day (with and without a ballpark event)

## Methodology

Wilbur Smith Associates conducted a number of parking surveys near AT&T Ballpark. The surveys included an inventory of the existing off-street parking facilities, parking spaces, and hourly counts of parking occupancy during AT&T Ballpark events and during non-ballpark event (non-event) times in afternoons and evenings. Table 1 lists the survey data by ballpark event and non-event and the dates and times each survey was conducted.

**Table 1: Survey Dates**

| Ballpark Event Surveys | | | |
|---|---|---|---|
| **Day** | **Date** | **Time** | **Type** |
| Wednesday | August 29th | 1:30pm-3pm | Weekday |
| Saturday | September 8th | 1:30pm-3pm | Weekend |
| Wednesday | September 12th | 7:30pm-9pm | Weekday |
| Saturday | September 22nd | 6:30pm-8pm | Weekend |

| Non-Ballpark Event Surveys | | | |
|---|---|---|---|
| **Day** | **Date** | **Time** | **Type** |
| Wednesday | September 19th | 1pm-2:30pm | Weekday |
| Wednesday | September 19th | 7:30pm-9pm | Weekday |
| Saturday | September 29th | 1:30pm-3pm | Weekend |
| Saturday | September 29th | 6:30pm-9pm | Weekend |

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The study area included all the public parking facilities within a 15-minute walk of AT&T Ballpark. The study area is bounded by Howard Street on the north, Seventh Street on the west, and the Embarcadero on the east[1]. In order to understand the parking demand and parking supply around AT&T Ballpark, only off-street facilities such as parking garages and lots were considered. No on-street parking areas were included in the study. WSA field checks found that much of the on-street parking space was either in heavy demand and/or time-limited (metered-parking), regardless of whether or not a ballpark event occurred.

It must be noted that there were a number of constraints that influenced the parking survey results. Off-street parking supply totals often varied during ballpark event times. The research indicated that there were a number of off-street parking facilities that were closed during the weekends and few parking facilities were closed around the typical end of business during the week (7pm); therefore the total parking supply fluctuated between afternoon and evening hours. For example, Pier 30 was experiencing construction that blocked 472 parking spaces and had to limit the amount of parking for customers during the weekday afternoon and evening hours[2]. As shown in Table 2 below, the current parking supply is not fixed and often fluctuates depending on the time of day and day of the week and market condition. For ballpark event times when demand is high, the parking supply is 11,033 spaces during weekday afternoon hours (highest in comparison). For non-event occasions, the parking supply decreases by 1,286 parking spaces during weekday afternoon hours (an 11% decrease in supply). Overall, the parking supply for ballpark event times range between 9,054 and 11,033 spaces during weekday and weekend hours, and for non-event times, the parking supply ranges from 7,794 to 9,747 spaces during weekday and weekend hours.

**Table 2: Parking Supply Variation**

| Time Period | Ballpark Event | Non-Event | Difference |
|---|---|---|---|
| Weekday Afternoon | 11,033 | 9,747 | 1,286 |
| Weekday Evening | 9,054 | 7,794 | 1,260 |
| Weekend Afternoon | 9,956 | 8,471 | 1,485 |
| Weekend Evening | 9,565 | 8,034 | 1,531 |

The following sections elaborate on the total parking inventory and occupancy rates for off-street parking facilities within the study area.

[1] Parking study area defined by the *San Francisco Giants Ballpark at China Basin Draft Environmental Impact Report Volume 1* (1997); refer to Figure III.E.3 Parking Study Area, page III.64.
[2] Please refer to the Appendix tables for off-street parking facility descriptions

## Parking Inventory

Parking garages, and surface lots open to the general public were included in the study; no on-street parking spaces were included[3]. Approximately 36 parking facilities were surveyed. The complete list of off-street parking facilities and locations are listed below:

**Table 3: Off-Street Parking Facilities Surveyed**

| Garage/ Lot # | Location | Garage/ Lot # | Location |
|---|---|---|---|
| 1 | 400 Spear | 19 | 55 Hawthorne |
| 2 | Embarcadero (Pier 30) | 20 | 333 3rd St. |
| 3 | Embarcadero (Pier 32) | 21 | Harrison/3rd St. |
| 4 | Embarcadero (Pier 30/32) | 22 | Moscone Center/300 3rd St. |
| 5 | Embarcadero/Bryant | 23 | 4th/Brannan |
| 6 | 250 Brannan | 24 | 560 Brannan |
| 7 | 270 Brannan | 25 | 255 3rd St. (Moscone Center) |
| 8 | 680 2nd Street | 26 | Terry Francois/China Basin (Pier 48A) |
| 9 | 136 Townsend | 27 | Terry Francois/China Basin (Pier 48B) |
| 10 | 148 Townsend | 28 | Terry Francois/China Basin (Pier 48C) |
| 11 | 4th St/Brannan | 29* | Terry Francois/China Basin (On-Street Pier 48) |
| 12 | 178 Townsend | 30 | Terry Francois/3rd St. (Seawall Lot 337) |
| 13 | 475 Brannan | 31 | Terry Francois/3rd St. (Seawall Lot 337) |
| 14 | 3rd St/Harrison | 32 | 4th/Channel St. |
| 15 | 725 Harrison | 33 | 153 Townsend |
| 16 | 777 Harrison | 34 | 3rd St/Berry (China Basin Landing) |
| 17 | 350 2nd Street | 35 | 254 King St. (Beacon Bldg) |
| 18 | 222 2nd Street | 36 | 3rd St. (UCSF) |

*Note: Street parking operated by Pier 48 and designated for ballpark events only

## Parking Occupancy Results

The parking demand (or the amount of parking spaces occupied throughout the study area) differed depending on the time of day, day of the week, and whether or not a ballpark event was taking place. Additionally, it was evident that a number of parking facilities were typically closed during the evening weekday and weekend afternoon hours. Observations taken during the parking study indicated that there is

[3] Wilbur Smith researched *City of San Francisco Pipeline Quarterly Report (2007)*, maintained by the San Francisco Planning Department to confirm that none of the parking facilities in the inventory are proposed or approved for new development; refer to Appendix Table 9 for a list of proposed parking facilities.

a higher occupancy rate during ballpark event afternoon and evening hours than during non-event afternoon and evening hours. The highest parking demand was observed on weekday and weekend afternoons with 78 to 80 percent occupancy, respectively. Ballpark event parking demand was much lower for evening events at around 47 to 50 percent on weekdays and weekends, respectively. For non-event times, the

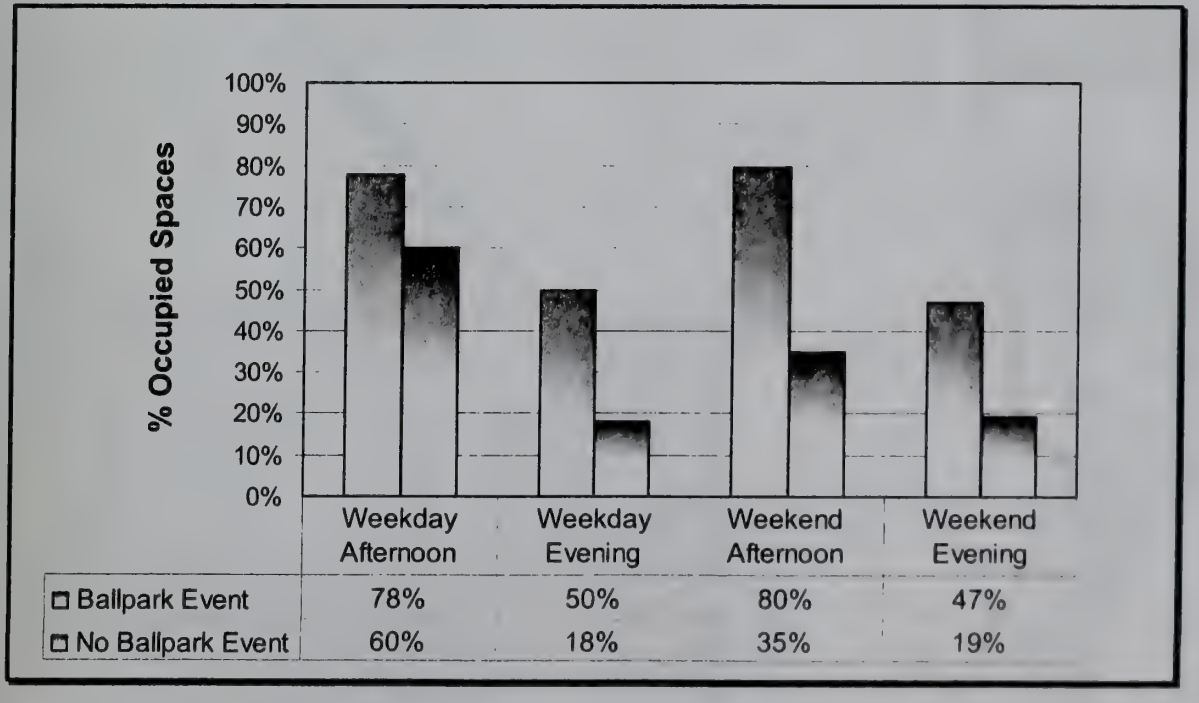
parking demand during weekday afternoons was the highest at 60 percent and the lowest during weekday evenings at about 18 percent of available supply. Parking occupancy for non-event weekends was observed at 35 percent and 19 percent respectively. Table 4 below summarizes the total parking supply, total parking demand, total parking vacancy, and total parking occupancy rates on both weekdays and weekends and during ballpark events and non-event occasions.

**Table 4: Total Parking Supply, Demand, Vacancy, and Occupancy Rate**

| | Ballpark Event | | | | Non-Event | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 11,033 | 9,054 | 9,956 | 9,565 | 9,747 | 7,794 | 8,471 | 8,034 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Total Parking Vacancy** | 2,454 | 4,548 | 2,038 | 5,072 | 3,899 | 6,394 | 5,523 | 6,494 |
| **Total Occupany %** | 78% | 50% | 80% | 47% | 60% | 18% | 35% | 19% |

Figure 1 below compares the average occupancies observed during ballpark and non-event occasions.

**Figure 1: Ballpark Event v. Non-Event Occupancy Rates**




Figures 2 through 6 on the following pages illustrate the study area and the occupancy rates per parking facility.

| Garage/ Lot # | Location |
|---|---|
| 1 | 400 Spear |
| 2 | Embarcadero (Pier 30) |
| 3 | Embarcadero (Pier 32) |
| 4 | Embarcadero (Pier 30/32) |
| 5 | Embarcadero/Bryant (Seawall Lot 330) |
| 6 | 250 Brannan |
| 7 | 270 Brannan |
| 8 | 680 2nd Street |
| 9 | 136 Townsend |
| 10 | 148 Townsend |
| 11 | 4th St/Brannan |
| 12 | 178 Townsend |
| 13 | 475 Brannan |
| 14 | 3rd St/Harrison |
| 15 | 725 Harrison |
| 16 | 777 Harrison |
| 17 | 350 2nd Street |
| 18 | 222 2nd Street |
| 19 | 55 Hawthorne |
| 20 | 333 3rd St. |
| 21 | Harrison/3rd St. |
| 22 | Moscone Center/300 3rd St. |
| 23 | 4th/Brannan |
| 24 | 560 Brannan |
| 25 | 255 3rd St. (Moscone Center) |
| 26 | Terry Francois/China Basin (Pier 48A) |
| 27 | Terry Francois/China Basin (Pier 48B) |
| 28 | Terry Francois/China Basin (Pier 48C) |
| 29 | Terry Francois/China Basin (On-Street Pier 48) |
| 30 | Terry Francois/3rd St. (Seawall Lot 337) |
| 31 | Terry Francois/3rd St. (Seawall Lot 337) |
| 32 | 4th/Channel St. |
| 33 | 153 Townsend |
| 34 | 3rd St/Berry (China Basin Landing) |
| 35 | 254 King St. (Beacon Bldg) |
| 36 | 3rd St. (UCSF) |
| 37* | 1675 Owens St. (UCSF Community Center) |

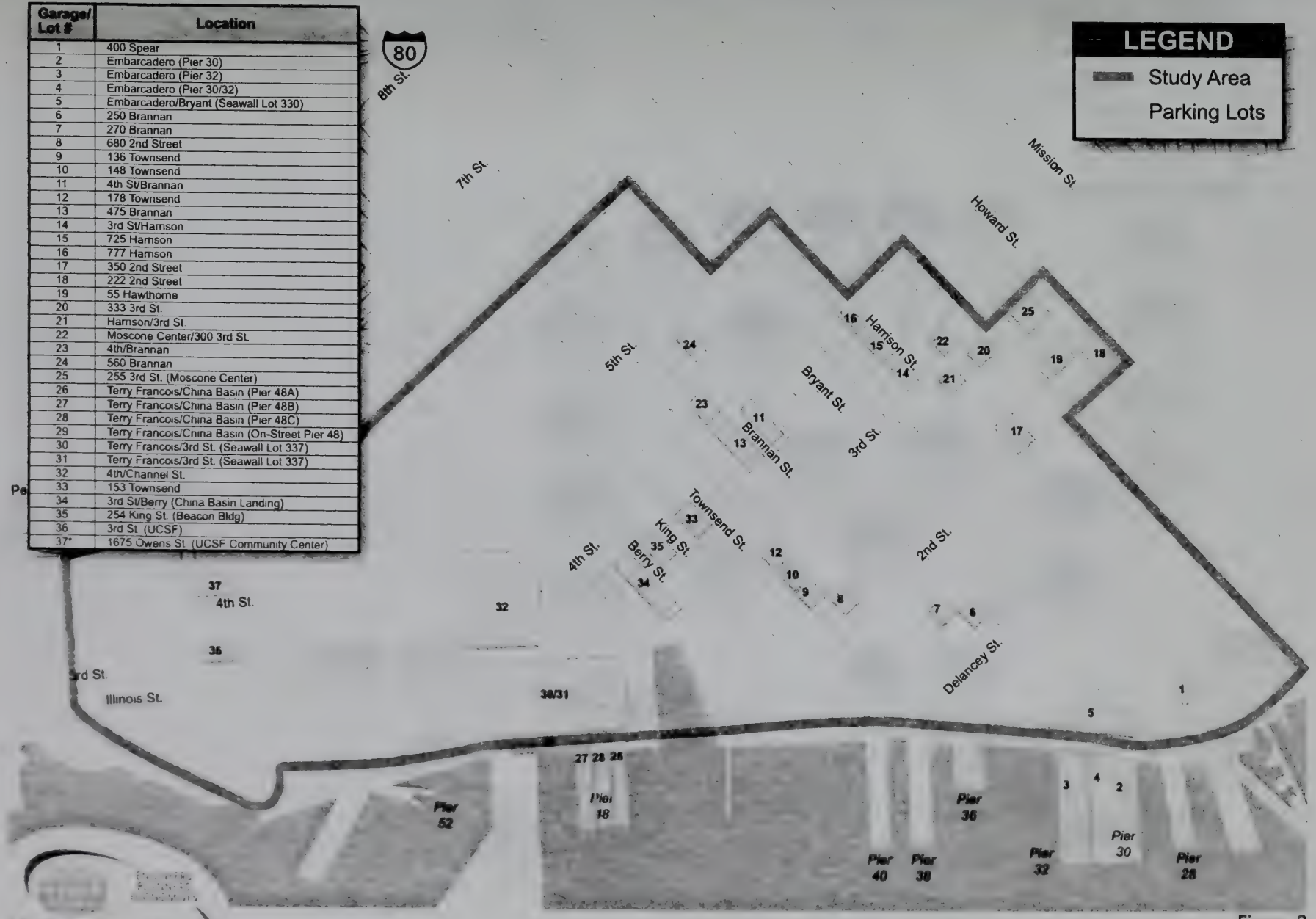



Figure 2
**PARKING LOTS**

*Included for completeness, survey data not taken at this garage since UCSF encourages use of Third Street garage for Giants games

| Garage/ Lot # | Location |
|---|---|
| 1 | 400 Spear |
| 2 | Embarcadero (Pier 30) |
| 3 | Embarcadero (Pier 32) |
| 4 | Embarcadero (Pier 30/32) |
| 5 | Embarcadero/Bryant (Seawall Lot 330) |
| 6 | 250 Brannan |
| 7 | 270 Brannan |
| 8 | 680 2nd Street |
| 9 | 136 Townsend |
| 10 | 148 Townsend |
| 11 | 4th St/Brannan |
| 12 | 178 Townsend |
| 13 | 475 Brannan |
| 14 | 3rd St/Harrison |
| 15 | 725 Harrison |
| 16 | 777 Harrison |
| 17 | 350 2nd Street |
| 18 | 222 2nd Street |
| 19 | 55 Hawthorne |
| 20 | 333 3rd St. |
| 21 | Harrison/3rd St. |
| 22 | Moscone Center/300 3rd St. |
| 23 | 4th/Brannan |
| 24 | 560 Brannan |
| 25 | 255 3rd St. (Moscone Center) |
| 26 | Terry Francois/China Basin (Pier 48A) |
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| 28 | Terry Francois/China Basin (Pier 48C) |
| 29 | Terry Francois/China Basin (On-Street Pier 48) |
| 30 | Terry Francois/3rd St. (Seawall Lot 337) |
| 31 | Terry Francois/3rd St. (Seawall Lot 337) |
| 32 | 4th/Channel St. |
| 33 | 153 Townsend |
| 34 | 3rd St/Berry (China Basin Landing) |
| 35 | 254 King St. (Beacon Bldg) |
| 36 | 3rd St. (UCSF) |
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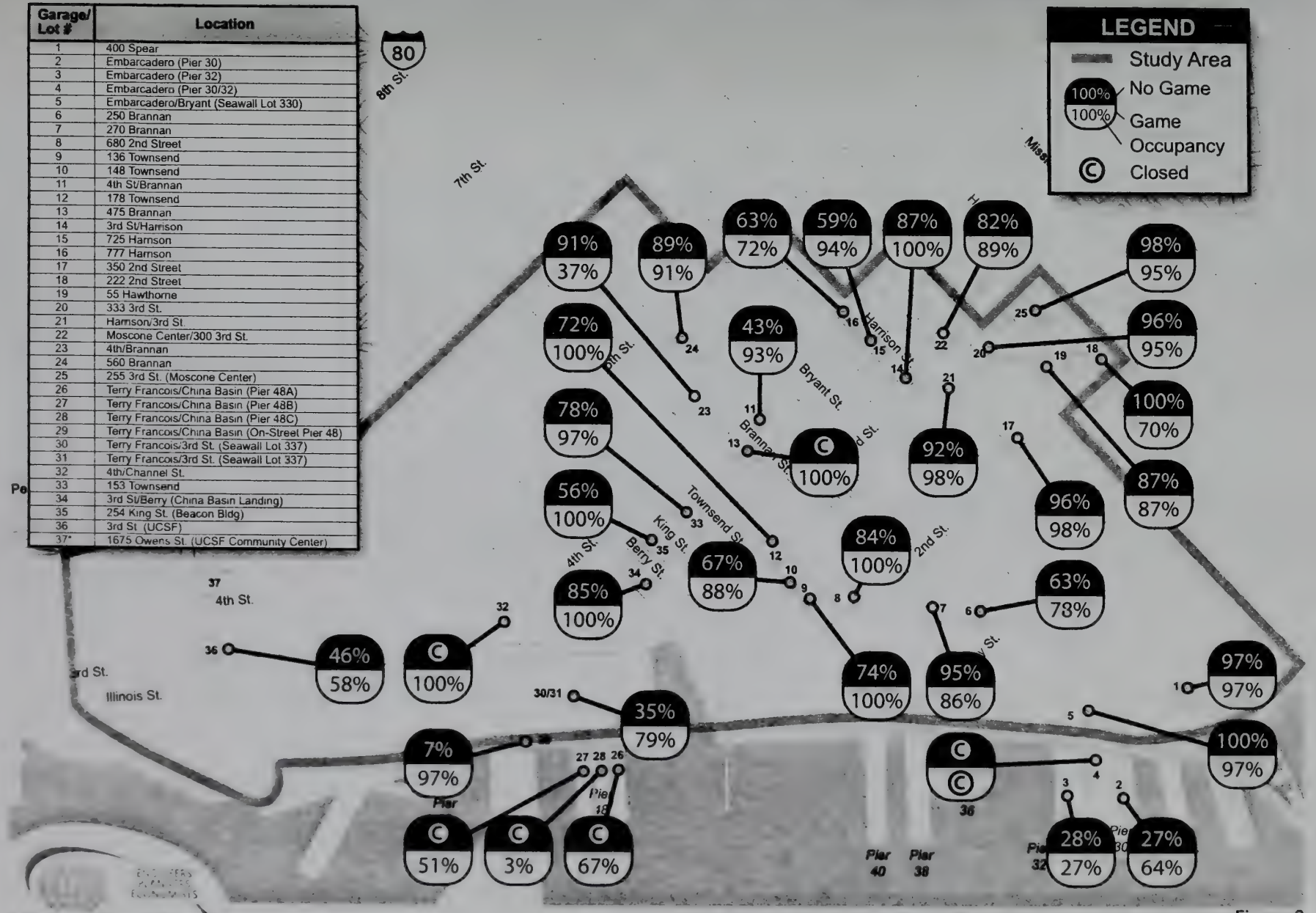


Figure 3

**WEEKDAY AFTERNOON PARKING OCCUPANCY RATES**

*Included for completeness, survey data not taken at this garage since UCSF encourages use of Third Street garage for Giants games

101786/STUDY AREA - 09/28/07

| Garage/ Lot # | Location |
|---|---|
| 1 | 400 Spear |
| 2 | Embarcadero (Pier 30) |
| 3 | Embarcadero (Pier 32) |
| 4 | Embarcadero (Pier 30/32) |
| 5 | Embarcadero/Bryant (Seawall Lot 330) |
| 6 | 250 Brannan |
| 7 | 270 Brannan |
| 8 | 680 2nd Street |
| 9 | 136 Townsend |
| 10 | 148 Townsend |
| 11 | 4th St/Brannan |
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| 15 | 725 Harrison |
| 16 | 777 Harrison |
| 17 | 350 2nd Street |
| 18 | 222 2nd Street |
| 19 | 55 Hawthorne |
| 20 | 333 3rd St. |
| 21 | Harrison/3rd St. |
| 22 | Moscone Center/300 3rd St. |
| 23 | 4th/Brannan |
| 24 | 560 Brannan |
| 25 | 255 3rd St. (Moscone Center) |
| 26 | Terry Francois/China Basin (Pier 48A) |
| 27 | Terry Francois/China Basin (Pier 48B) |
| 28 | Terry Francois/China Basin (Pier 48C) |
| 29 | Terry Francois/China Basin (On-Street Pier 48) |
| 30 | Terry Francois/3rd St. (Seawall Lot 337) |
| 31 | Terry Francois/3rd St. (Seawall Lot 337) |
| 32 | 4th/Channel St. |
| 33 | 153 Townsend |
| 34 | 3rd St/Berry (China Basin Landing) |
| 35 | 254 King St. (Beacon Bldg) |
| 36 | 3rd St. (UCSF) |
| 37* | 1675 Owens St. (UCSF Community Center) |

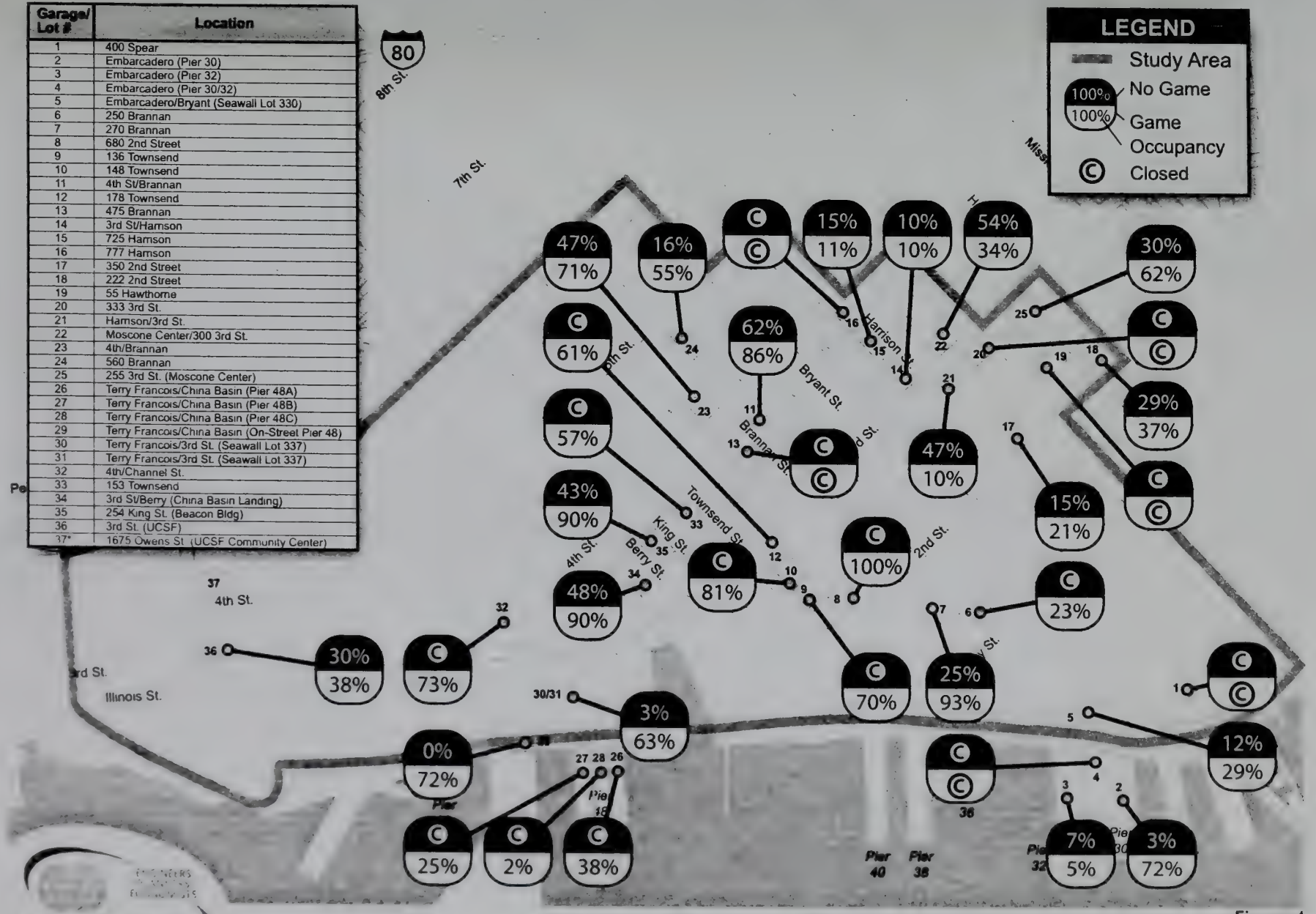



Figure 4

**WEEKDAY EVENING PARKING OCCUPANCY RATES**

*Included for completeness, survey data not taken at this garage since UCSF encourages use of Third Street garage for Giants games.

| Garage/ Lot # | Location |
|---|---|
| 1 | 400 Spear |
| 2 | Embarcadero (Pier 30) |
| 3 | Embarcadero (Pier 32) |
| 4 | Embarcadero (Pier 30/32) |
| 5 | Embarcadero/Bryant (Seawall Lot 330) |
| 6 | 250 Brannan |
| 7 | 270 Brannan |
| 8 | 680 2nd Street |
| 9 | 136 Townsend |
| 10 | 148 Townsend |
| 11 | 4th St/Brannan |
| 12 | 178 Townsend |
| 13 | 475 Brannan |
| 14 | 3rd St/Harrison |
| 15 | 725 Harrison |
| 16 | 777 Harrison |
| 17 | 350 2nd Street |
| 18 | 222 2nd Street |
| 19 | 55 Hawthorne |
| 20 | 333 3rd St. |
| 21 | Harrison/3rd St. |
| 22 | Moscone Center/300 3rd St. |
| 23 | 4th/Brannan |
| 24 | 560 Brannan |
| 25 | 255 3rd St. (Moscone Center) |
| 26 | Terry Francois/China Basin (Pier 48A) |
| 27 | Terry Francois/China Basin (Pier 48B) |
| 28 | Terry Francois/China Basin (Pier 48C) |
| 29 | Terry Francois/China Basin (On-Street Pier 48) |
| 30 | Terry Francois/3rd St. (Seawall Lot 337) |
| 31 | Terry Francois/3rd St. (Seawall Lot 337) |
| 32 | 4th/Channel St. |
| 33 | 153 Townsend |
| 34 | 3rd St/Berry (China Basin Landing) |
| 35 | 254 King St. (Beacon Bldg) |
| 36 | 3rd St. (UCSF) |
| 37* | 1675 Owens St. (UCSF Community Center) |

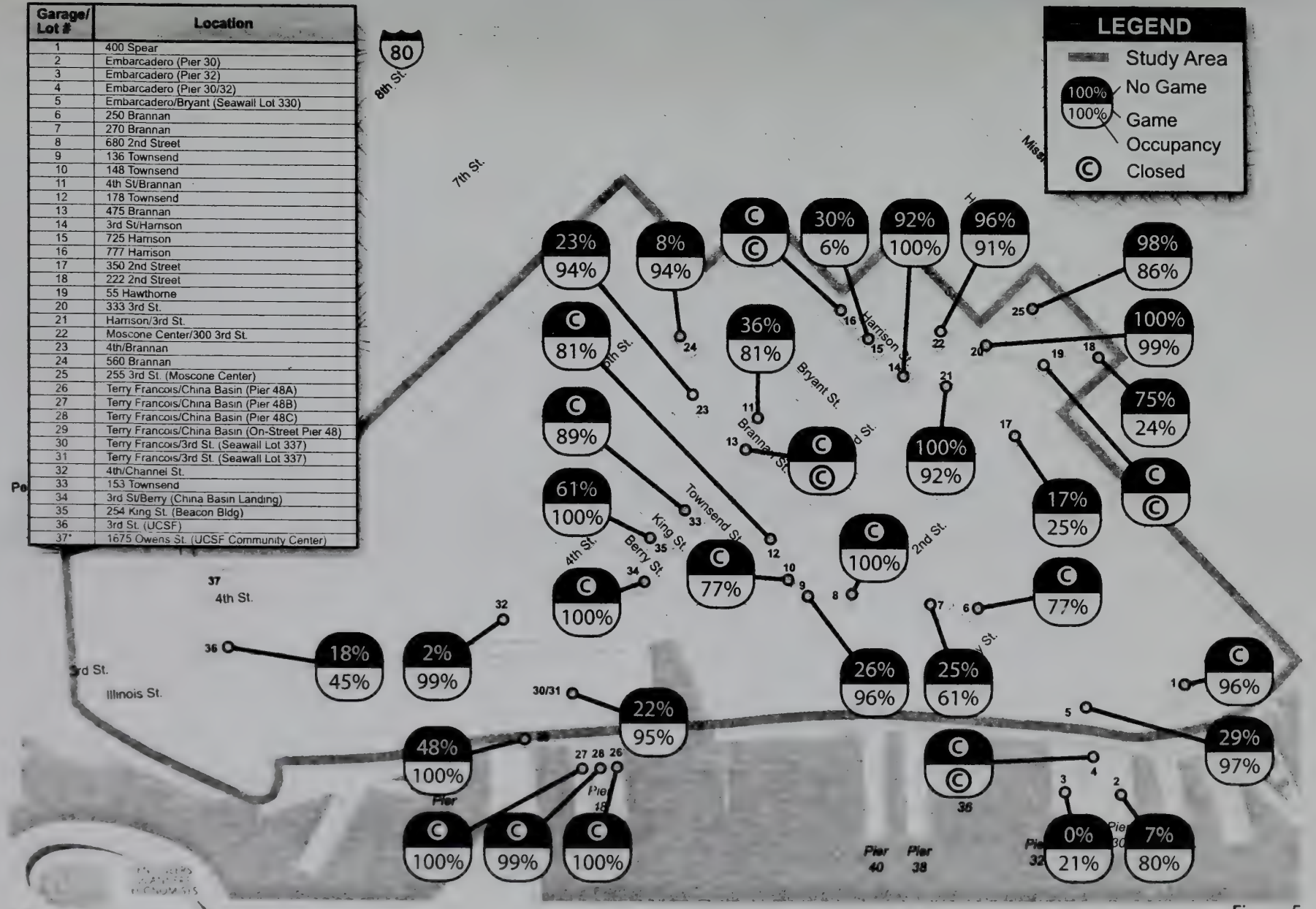



Figure 5

**WEEKEND AFTERNOON PARKING OCCUPANCY RATES**

*Included for completeness, survey data not taken at this garage since UCSF encourages use of Third Street garage for Giants games

101786/STUDY AREA - 09/28/07

| Garage/ Lot # | Location |
|---|---|
| 1 | 400 Spear |
| 2 | Embarcadero (Pier 30) |
| 3 | Embarcadero (Pier 32) |
| 4 | Embarcadero (Pier 30/32) |
| 5 | Embarcadero/Bryant (Seawall Lot 330) |
| 6 | 250 Brannan |
| 7 | 270 Brannan |
| 8 | 680 2nd Street |
| 9 | 136 Townsend |
| 10 | 148 Townsend |
| 11 | 4th St/Brannan |
| 12 | 178 Townsend |
| 13 | 475 Brannan |
| 14 | 3rd St/Harrison |
| 15 | 725 Harrison |
| 16 | 777 Harrison |
| 17 | 350 2nd Street |
| 18 | 222 2nd Street |
| 19 | 55 Hawthorne |
| 20 | 333 3rd St. |
| 21 | Harrison/3rd St. |
| 22 | Moscone Center/300 3rd St. |
| 23 | 4th/Brannan |
| 24 | 560 Brannan |
| 25 | 255 3rd St. (Moscone Center) |
| 26 | Terry Francois/China Basin (Pier 48A) |
| 27 | Terry Francois/China Basin (Pier 48B) |
| 28 | Terry Francois/China Basin (Pier 48C) |
| 29 | Terry Francois/China Basin (On-Street Pier 48) |
| 30 | Terry Francois/3rd St. (Seawall Lot 337) |
| 31 | Terry Francois/3rd St. (Seawall Lot 337) |
| 32 | 4th/Channel St. |
| 33 | 153 Townsend |
| 34 | 3rd St/Berry (China Basin Landing) |
| 35 | 254 King St. (Beacon Bldg) |
| 36 | 3rd St. (UCSF) |
| 37* | 1675 Owens St. (UCSF Community Center) |

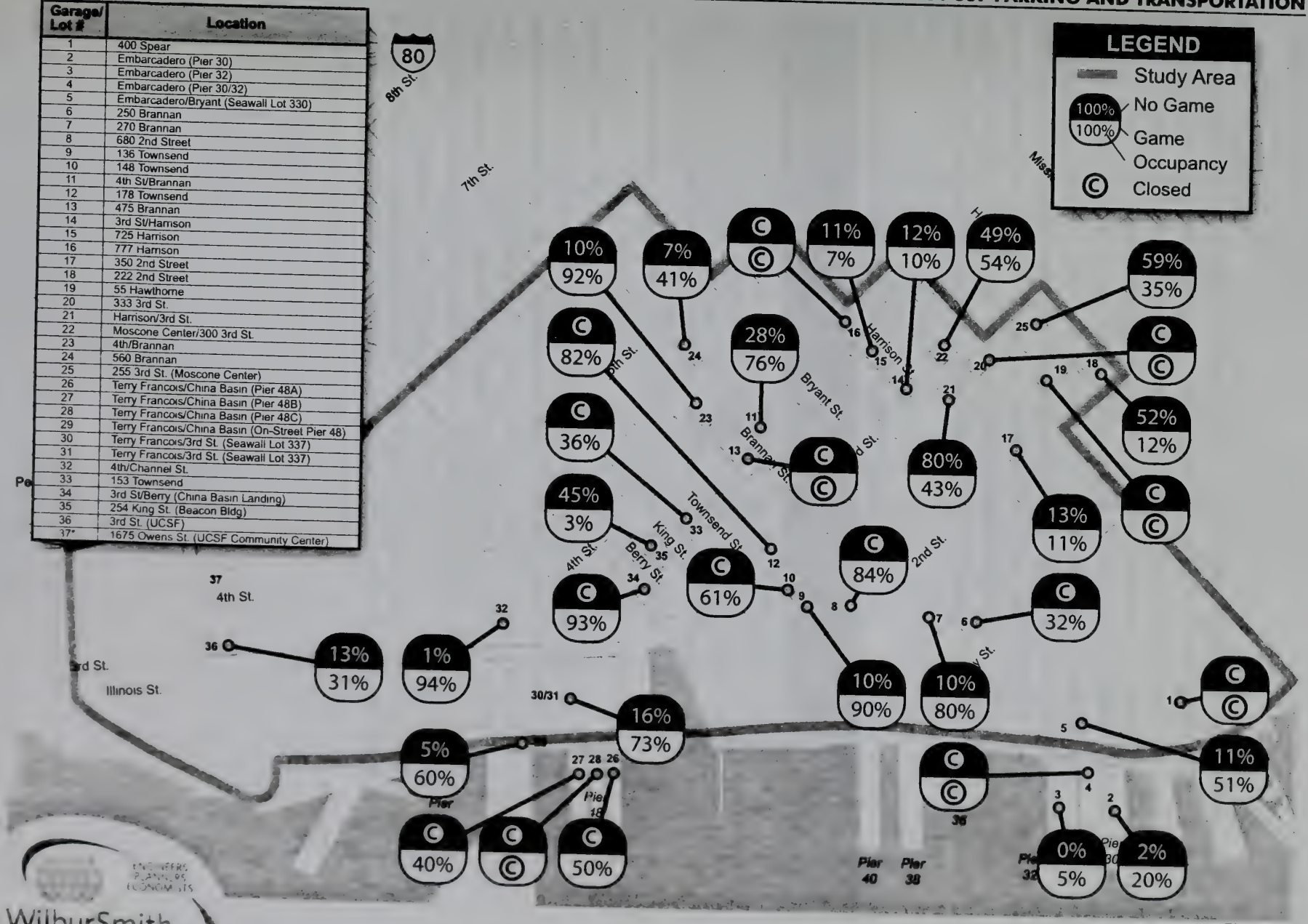



Figure 6

**WEEKEND EVENING PARKING OCCUPANCY RATES**

*Included for completeness, survey data not taken at this garage since UCSF encourages use of Third Street garage for Giants games.

### Ballpark Attendance

The study found a correlation between the attendance at AT&T Ballpark and the occupancy rates (illustrated in the aforementioned figures). The ballpark attendance was the highest during a weekend afternoon game, at 42,228. The number of people attending during the other three games ranged from 36,375 to 38,397. The Giants were playing against another California team, the Los Angeles Dodgers and the popular rivalry between the two teams might account for the increase in attendance. Ballpark attendance was highest during the weekend afternoon hours and the occupancy rate during that time was 80% (the highest in comparison). The second highest attendance count was during a weekday afternoon game and the second highest occupancy rate was during this time as well (at 78%). Likewise, the lowest occupancy rates for ballpark events were during the weekend evening hours, and the ballpark attendance was 36,375, the lowest in comparison[4]. Table 5 below lists the ballpark attendance during specific survey dates.

**Table 5: Ballpark Attendance during Survey Dates**

| Survey/Ballpark Event Date | Time of Day | Opponent | Attendance | Parking Occupany Rate |
|---|---|---|---|---|
| Wednesday, August 29th | Afternoon | Colorado | 38,397 | 78% |
| Saturday, September 8th | Afternoon | Los Angeles | 42,228 | 80% |
| Wednesday, September 12th | Evening | Arizona | 37,083 | 50% |
| Saturday, September 22nd | Evening | Cincinnati | 36,375 | 47% |

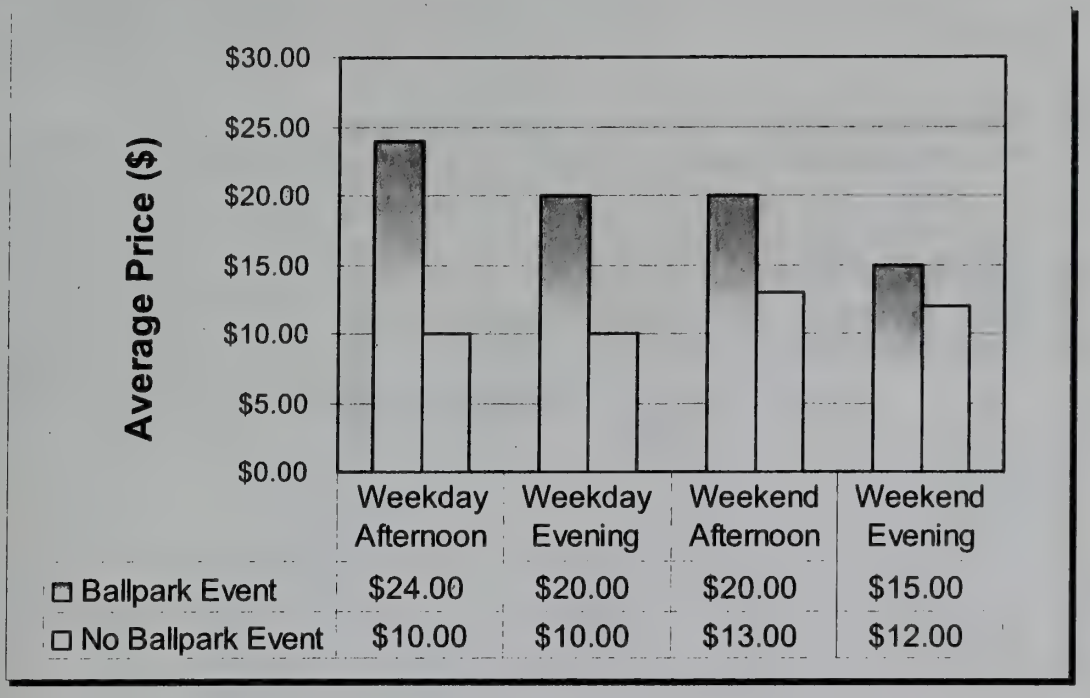
Source: Sports Network
http://www.sportsnetwork.com/merge/tsnform.aspx?c=sportsnetwork&page=mlb/teams/011/attendance.aspx?team=011

### Parking Prices

The WSA team took inventory of off-street parking facility operations and noted the parking prices associated with each facility[5]. The study found that 23 parking facilities were self-park and 13 facilities used valet parking. The difference in parking operations did not influence the average price of parking. The study found that the average parking prices were nearly twice as expensive during weekday afternoon and evening ballpark events than during non-event occasions, regardless of whether or not the parking facility was self-park or offered valet-parking[6]. The parking surveys also show that the parking prices during weekend evenings for both ballpark event and non-event occasions were similar in cost. Figure 7 on the following page illustrates the average cost of parking for both ballpark events and non-ballpark occasions.

[4] No indication of whether or not attendance records are "actual" (i.e. netted out empty ticket seats).
[5] Not all parking prices were available for each off-street parking facility.
[6] Cost of parking is represented in an unweighted average. Due to the amount of responses by each parking facility, a weighted average (which represents the cost of parking per spaces per facility) was not feasible for the analysis.

**Figure 7: Ballpark Event v. Non-Event Parking Prices**




## Detailed Parking Survey Results

In addition to the field work analysis, Wilbur Smith Associates conducted a survey, in collaboration with the Port of San Francisco, which included a series of questions for local parking operators within the study area. WSA sent out 26 surveys on September 6th, 2007 and received seven in return. By request, WSA conducted additional phoned interviews with all 36 local parking operators in the study and received information from five operators. The questionnaire discussed capacity, hours of operation, business operations, parking rates, parking operations, typical clientele, and client behavior. Furthermore, the survey asked each local parking operator if their clients were daily commuters, contract parking customers, short-term parking customers, or other. The last question asked if the parking facility would be willing to participate in assisting the City of San Francisco develop an integrated database that enabled customers to know the locations and pricing of public and private parking facilities.

The survey results show that the majority of respondents (parking operators) indicated that their parking facility typically operates Monday through Friday, from start of business to typical end of business (6pm or 7pm). All of the parking facilities are staffed and over half of the facilities surveyed offer valet-parking. The average parking price is over $20 a day and three facilities offered monthly parking (for private customers). Of the twelve facilities that replied, eight claimed that the majority of their clientele are Giants fans (short-term parking), and the typical arrival time before a Giants game was between 1 hour and 2 hours. Four out of seven respondents were willing to participate in assisting the City in developing an integrated database that would assist customers locate public and private parking facilities and pricing; the remaining four respondents were "not sure". Table 6 on page 8 summarizes these results[7].

[7] An example of the questionnaire sent to parking operators is provided in the Appendix.

Staff from the San Francisco Municipal Transportation Agency also contacted Imperial Parking, which operates the parking lot at Seawall Lot 337. In addition, to AT&T Ballpark event, Seawall Lot 337 parking is also available from monthly parking. Imperial Parking provides for two types of monthly parking.

1. $140/month to park between 6am – 6pm, Monday – Friday only. If there is a weekday baseball game, they can still park at Seawall Lot 337. They are supposed to vacate the lot by 6pm to make room for Giants event parking, particularly if there is a night game.
2. $200/month to park 24 hours per day, 7 days per week. They can park at Lot A during both weekday and weeknight games, as well as weekend games. Imperial estimated that there are about 300 monthly cars during weekday baseball games that are in one of the two above categories. Monthly parking includes some UCSF students, at a lower rate; students are not allowed to park at Seawall Lot 337 during weekday baseball games[8].

[8] Information provided by Jerry Robbins, San Francisco Municipal Transportation Agency, discussion with Darren Zulinick, Manager, Imperial Parking, October 2007.

## Table 6: Detailed Parking Survey Results

| Name | Facility Capacity | Days/Hours of Operation | Facility Staffed? | | | Parking Rates | | Self or Valet Parking | Typical Customer | Majority Giants Fan? | | Typical Arrival Time | Participate in parking database research? | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Yes | No | Description | Daily | Monthly | | | Yes | No | | Yes | No | Not Sure |
| UCSF Parking/Transportation Services | 1,650 | 24hr/7days | x | | 5am-11pm M-F; 7am-4pm Sat/Sun | $22/day max | $106 | Self Parking | Faculty/ Visitor | | x | 30min before game | | | x |
| Lot 26 (Impark) | 289 | 24hr/7days | x | x | Staffed during ballpark events | $20/day max | | Self Parking | Daily commuters | x | | 1hr before game | | | x |
| The Beacon (Standard Parking) | 267 | 24hr/7days | x | | 6am-10pm M-F; 8am-10pm Sat/Sun | $20/day max | | Self(reg)/ Valet(game) | Short-term customer | x | | 2-3hrs before game | x | | |
| Museum Park Garage (GFT Properties) | 350 | varies | x | | 5:30am-11pm M-F; 8am-11pm Sat; 8am-6pm Sun | $30/day max | | Valet (Mon-Fri only) | Commuters/ Short-term | | x | n/a | x | | |
| Moscone Center Garage | 752 | varies | x | | 6am-12am M-Th; 6am-2am Fri; 8am-2am Sat; 8am-12am Sun | $25/day max | $130-$400 | Valet | Commuters/ Short-term | | x | 1-2hrs before game | | | x |
| China Basin Garage | 50-100 | 6:30am-7pm M-F | x | | 6:30am-7pm M-F; closed weekends | $19/day max | | Valet | Tenants/ Short-term | x | | 2hrs before game | | | x |
| 333 3rd Street | 350 | 7 days/ 6am-7pm | x | | 6am-7pm M-F; closed weekends | $18/day max | | Self Parking | Contract Parking | | x | n/a | x | | |
| 55 Hawthorne (City Park) | 288 (65 to public) | M-F 6am-7pm | n/a | | | n/a | | n/a | Commuters/ Short-term | | x | n/a | n/a | | |
| 680 2nd Street (Priority Parking Services) | n/a | M-F 7am-7pm | x | | 7am-7pm M-F; no weekends | $10/day max | | Valet | n/a | | | n/a | n/a | | |
| 250 Brannan | 161 | M-F 6:30am-7pm | x | | 6:30am-7pm M-F (close at 11pm on gamedays) | $9/day max | | Valet | Daily commuters/ Short-term | x | | 1-2hrs before game | x | | |
| 136 Townsend (US Parking) | 125 | M-F 6:00am-8pm | x | | 6:00am-8pm M-F and weekends (gameday only) | $10/day max ($30-$40 game only) | | Valet | Daily commuters/ Short-term | x | | 1-2hrs before game | | | x |
| 270 Brannan | 60 | M-F 6am-6pm | x | | 6:00am-6pm M-F and weekends (gameday only) | $10/day max ($30-$40 game only) | $200 | Valet | Daily commuters/ Short-term | x | | 2hrs before game | | | x |

Source: Wilbur Smith Associates, Survey Dates October - November, 2007

n/a - Information not available

We hope you find this information helpful. Please feel free to contact me or Terri O'Connor regarding this analysis.

Best regards,

WILBUR SMITH ASSOCIATES

**Joe Kott, AICP, PTP**
Senior Transportation Projects Manager

**Terri O'Connor**
Transportation Planning Manager

## Appendix

The following eight tables represent the WSA field work. The survey results discussed in the memorandum were derived from the field work collected by WSA and tables displayed in the Appendix. Each table is labeled by time of day and whether or not a ballpark event was taking place. An additional table listing the City of San Francisco Pipeline Projects within the study area is provided in the Appendix. An example of the detailed parking questionnaire sent to parking operators is provided in the Appendix.

## Appendix Table 1: Off-Street Parking Survey: Ball Game Afternoon (Weekday, Wednesday 9/29/07; 1:00pm-2:30pm)

| Garage/ Lot # | Location | Supply | | Available Spaces | Vacancy % | Occupancy % | Rate $ | | Comments |
|---|---|---|---|---|---|---|---|---|---|
| | | Regular | Valet | | | | Regular | Gameday | |
| 1 | 400 Spear | 300 | | 10 | 3% | 97% | | $ 10.00 | Closed by 7pm |
| 2 | Embarcadero (Pier 30) | 735 | | 265 | 36% | 64% | | $ 30.00 | |
| 3 | Embarcadero (Pier 32) | 768 | | 563 | 73% | 27% | | $ 30.00 | |
| 4 | Embarcadero (Pier 30/32) | 172 | | Closed | | | | | |
| 5 | Embarcadero/Bryant | 298 | | 9 | 3% | 97% | | | |
| 6 | 250 Brannan | 120 | | 27 | 23% | 78% | | $ 15.00 | Residential/Public Parking |
| 7 | 270 Brannan | | 110 | 15 | 14% | 86% | | $ 20.00 | Residential/Public/Reserved/Flexcar Parking |
| 8 | 680 2nd Street | | 50 | 0 | 0% | 100% | | $ 30.00 | |
| 9 | 136 Townsend | | 125 | 0 | 0% | 100% | | $ 30.00 | |
| 10 | 148 Townsend | | 75 | 9 | 12% | 88% | | $ 30.00 | |
| 11 | 4th St/Brannan | | 74 | 5 | 7% | 93% | | $ 20.00 | 74 spaces for public & 38 spaces for Wells Fargo during daytime |
| 12 | 178 Townsend | | 100 | 0 | 0% | 100% | | $ 30.00 | |
| 13 | 475 Brannan | | 181 | 0 | 0% | 100% | | | Closed Game/Weekend Evenings |
| 14 | 3rd St/Harrison | | 60 | 0 | 0% | 100% | | $ 15.00 | |
| 15 | 725 Harrison | | 94 | 6 | 6% | 94% | | $ 10.00 | |
| 16 | 777 Harrison | | 115 | 32 | 28% | 72% | | $ 10.00 | Closed Evenings & Weekends |
| 17 | 350 2nd Street | | 180 | 4 | 2% | 98% | | $ 20.00 | Parking from 6am-7pm Monday-Friday |
| 18 | 222 2nd Street | | 150 | 45 | 30% | 70% | | $ 20.00 | Parking Monday-Thursday from 6am-9pm; Friday 6am-12pm |
| 19 | 55 Hawthorne | 300 | | 39 | 13% | 87% | | | Parking Monday-Friday 6am-7pm |
| 20 | 333 3rd St. | 437 | | 21 | 5% | 95% | | | Lot closed by 7pm Monday-Friday |
| 21 | Harrison/3rd St. | | 120 | 3 | 3% | 98% | | $ 10.00 | Parking available all week/weekend |
| 22 | Moscone Center/300 3rd St. | 300 | | 32 | 11% | 89% | | | Parking 5:30am-11pm Monday-Friday; 8am-6pm Weekends |
| 23 | 4th/Brannan | 95 | | 60 | 63% | 37% | | $ 20.00 | Bank of America Lot Special Parking |
| 24 | 560 Brannan | 140 | | 12 | 9% | 91% | | | |
| 25 | 255 3rd St. (Moscone Center) | 752 | | 36 | 5% | 95% | | | Gameday Parking only for 20-30 vehicles |
| 26 | Terry Francois/China Basin (Pier 48A) | 265 | | 87 | 33% | 67% | | $ 30.00 | |
| 27 | Terry Francois/China Basin (Pier 48B) | 265 | | 130 | 49% | 51% | | $ 30.00 | |
| 28 | Terry Francois/China Basin (Pier 48C) | 126 | | 122 | 97% | 3% | | $ 30.00 | |
| 29 | Terry Francois/China Basin (On Street Pier 48) | 75 | | 2 | 3% | 97% | | $ 30.00 | On-street parking |
| 30 | Terry Francois/3rd St. (Seawall Lot 337) | 2210 | | 458 | 21% | 79% | | $ 30.00 | Also known as Lot 337 |
| 31 | Terry Francois/3rd St (Seawall Lot 337) | 65 | | 14 | 22% | 78% | | $ 50.00 | |
| 32 | 4th/Channel St. | 410 | | 0 | 0% | 100% | | $ 30.00 | |
| 33 | 153 Townsend | 371 | | 12 | 3% | 97% | | | |
| 34 | 3rd St/Berry (China Basin Landing) | 250 | | 0 | 0% | 100% | | | |
| 35 | 254 King St (Beacon Bldg) | 267 | | 0 | 0% | 100% | | | Parking for tenants, public, residents |
| 36 (1) | 3rd St (UCSF) | 1050 | | 436 | 42% | 58% | | | Garage Lot & Surface Lot available |

(1) Number of available spaces determined by a ratio between amount of occupied weekday evening counts for ballpark events & amount of occupied weekday evening counts for non-ballpark events

| | |
|---|---|
| Total Supply | 11,033 |
| Total Vacant | 2,454 |
| Total Vacancy % | 22% |
| Total Occupany % | 78% |
| Average Rate (Regular) | N/A |
| Average Rate (Game) | $24.00 |

## Appendix Table 2: Off-Street Parking Survey: Ball Game Evening (Weekday, Wednesday 9/12/07; 7:30pm-9:00pm)

| Garage/ Lot # | Location | Supply | | Available Spaces | Vacancy % | Occupancy % | Rate $ | | Comments |
|---|---|---|---|---|---|---|---|---|---|
| | | *Regular* | *Valet* | | | | *Regular* | *Gameday* | |
| 1 | 400 Spear | 300 | | *Closed* | | | | | Closed by 7pm |
| 2 | Embarcadero (Pier 30) | 167 | | 46 | 28% | 72% | | | |
| 3 | Embarcadero (Pier 32) | 768 | | 728 | 95% | 5% | | | |
| 4 | Embarcadero (Pier 30/32) | 172 | | *Closed* | | | | | |
| 5 | Embarcadero/Bryant | 289 | | 204 | 71% | 29% | | | |
| 6 | 250 Brannan | 120 | | 93 | 78% | 23% | | $ 15.00 | Residential/Public Parking |
| 7 | 270 Brannan | | 110 | 8 | 7% | 93% | | $ 15.00 | Residential/Public/Reserved/Flexcar Parking |
| 8 | 680 2nd Street | | 50 | 0 | 0% | 100% | | $ 15.00 | |
| 9 | 136 Townsend | | 125 | 38 | 30% | 70% | | $ 10.00 | |
| 10 | 148 Townsend | | 75 | 14 | 19% | 81% | | $ 15.00 | |
| 11 | 4th St/Brannan | | 74 | 10 | 14% | 86% | | $ 20.00 | 74 spaces for public & 38 spaces for Wells Fargo during daytime |
| 12 | 178 Townsend | | 100 | 39 | 39% | 61% | | $ 15.00 | |
| 13 | 475 Brannan | | 181 | *Closed* | | | | | Closed Game/Weekend Evenings |
| 14 | 3rd St/Harrison | | 60 | 54 | 90% | 10% | | | |
| 15 | 725 Harrison | | 94 | 84 | 89% | 11% | | | |
| 16 | 777 Harrison | | 115 | *Closed* | | | | | Closed Evenings & Weekends |
| 17 | 350 2nd Street | | 180 | 142 | 79% | 21% | | | Parking from 6am-7pm Monday-Friday |
| 18 | 222 2nd Street | | 150 | 94 | 63% | 37% | | $ 12.00 | Parking Monday-Thursday from 6am-9pm; Fnday 6am-12pm |
| 19 | 55 Hawthorne | 260 | | *Closed* | | | | | Parking Monday-Friday 6am-7pm |
| 20 | 333 3rd St. | 437 | | *Closed* | | | | | Lot closed by 7pm Monday-Friday |
| 21 | Harrison/3rd St. | | 120 | 108 | 90% | 10% | | | Parking available all week/weekend |
| 22 | Moscone Center/300 3rd St. | 300 | | 198 | 66% | 34% | | | Parking 5:30am-11pm Monday-Friday; 8am-6pm Weekends |
| 23 | 4th/Brannan | 95 | | 28 | 29% | 71% | | $ 20.00 | Bank of America Lot Special Parking |
| 24 | 560 Brannan | 140 | | 63 | 45% | 55% | | | |
| 25 | 255 3rd St (Moscone Center) | 752 | | 285 | 38% | 62% | | | Gameday Parking only for 20-30 vehicles |
| 26 | Terry Francois/China Basin (Pier 48A) | 265 | | 165 | 62% | 38% | | $ 30.00 | |
| 27 | Terry Francois/China Basin (Pier 48B) | 265 | | 200 | 75% | 25% | | $ 30.00 | |
| 28 | Terry Francois/China Basin (Pier 48C) | 126 | | 123 | 98% | 2% | | $ 30.00 | |
| 29 | Terry Francois/China Basin (On-Street Pier 48) | 75 | | 21 | 28% | 72% | | $ 30.00 | On-street parking |
| 30 | Terry Francois/3rd St. (Seawall Lot 337) | 2210 | | 800 | 36% | 64% | | | Also known as Lot 337 |
| 31 | Terry Francois/3rd St. (Seawall Lot 337) | 65 | | 44 | 68% | 32% | | | |
| 32 | 4th/Channel St. | 410 | | 109 | 27% | 73% | | | |
| 33 | 153 Townsend | 371 | | 160 | 43% | 57% | | | |
| 34 | 3rd St/Berry (China Basin Landing) | 181 | | 18 | 10% | 90% | | | |
| 35 | 254 King St (Beacon Bldg) | 267 | | 26 | 10% | 90% | | | Parking for tenants, public, residents |
| 36 (1) | 3rd St (UCSF) | 1050 | | 646 | 62% | 38% | | | Garage Lot & Surface Lot available |

(1) Number of available spaces determined by a ratio between amount of occupied weekend evening counts for ballpark events & amount of occupied weekend evening counts for non-ballpark events

| | |
|---|---|
| Total Supply | 9,054 |
| Total Vacant | 4,548 |
| Total Vacancy % | 50% |
| Total Occupany % | 50% |
| Average Rate (Regular) | N/A |
| Average Rate (Game) | $20.00 |

## Appendix Table 3: Off-Street Parking Survey: Ball Game Afternoon (Weekend, Saturday 9/8/07; 1:30pm-3:00pm)

| Garage/ Lot # | Location | Supply | | Available Spaces | Vacancy % | Occupancy % | Rate $ | | Comments |
|---|---|---|---|---|---|---|---|---|---|
| | | *Regular* | *Valet* | | | | *Regular* | *Gameday* | |
| 1 | 400 Spear | 300 | | 12 | 4% | 96% | | | |
| 2 | Embarcadero (Pier 30) | 263 | | 52 | 20% | 80% | | | Construction blocked 472 spaces |
| 3 | Embarcadero (Pier 32) | 768 | | 605 | 79% | 21% | | | |
| 4 | Embarcadero (Pier 30/32) | 172 | | *Closed* | | | | | |
| 5 | Embarcadero/Bryant | 289 | | 10 | 3% | 97% | | | |
| 6 | 250 Brannan | 120 | | 28 | 23% | 77% | | $ 15.00 | Residential/Public Parking |
| 7 | 270 Brannan | | 110 | 43 | 39% | 61% | | $ 20.00 | Residential/Public/Reserved/Flexcar Parking |
| 8 | 680 2nd Street | | 50 | 0 | 0% | 100% | | $ 25.00 | |
| 9 | 136 Townsend | | 125 | 5 | 4% | 96% | | $ 20.00 | |
| 10 | 148 Townsend | | 75 | 17 | 23% | 77% | | $ 20.00 | |
| 11 | 4th St/Brannan | | 74 | 14 | 19% | 81% | | $ 20.00 | 74 spaces for public & 38 spaces for Wells Fargo during daytime |
| 12 | 178 Townsend | | 100 | 19 | 19% | 81% | | $ 20.00 | |
| 13 | 475 Brannan | | 181 | *Closed* | | | | | Closed Game/Weekend Evenings |
| 14 | 3rd St/Harrison | | 60 | 0 | 0% | 100% | | | |
| 15 | 725 Harrison | | 94 | 88 | 94% | 6% | | | |
| 16 | 777 Harrison | | 115 | *Closed* | | | | | Closed Evenings & Weekends |
| 17 | 350 2nd Street | | 180 | 135 | 75% | 25% | $ 10.00 | | Parking from 6am-7pm Monday-Friday |
| 18 | 222 2nd Street | | 150 | 114 | 76% | 24% | $ 10.00 | | Parking Monday-Thursday from 6am-9pm; Friday 6am-12pm |
| 19 | 55 Hawthorne | 260 | | *Closed* | | | | | Parking Monday-Friday 6am-7pm |
| 20 | 333 3rd St. | 437 | | 6 | 1% | 99% | | | Lot closed by 7pm Monday-Friday |
| 21 | Harrison/3rd St. | | 120 | 10 | 8% | 92% | | | Parking available all week/weekend |
| 22 | Moscone Center/300 3rd St. | 300 | | 26 | 9% | 91% | | | Parking 5:30am-11pm Monday-Friday; 8am-6pm Weekends |
| 23 | 4th/Brannan | 95 | | 6 | 6% | 94% | $ 10.00 | | Bank of America Lot Special Parking |
| 24 | 560 Brannan | 140 | | 8 | 6% | 94% | | | |
| 25 | 255 3rd St. (Moscone Center) | 752 | | 108 | 14% | 86% | | | Gameday Parking only for 20-30 vehicles |
| 26 | Terry Francois/China Basin (Pier 48A) | 265 | | 0 | 0% | 100% | | | |
| 27 | Terry Francois/China Basin (Pier 48B) | 265 | | 1 | 0% | 100% | | | |
| 28 | Terry Francois/China Basin (Pier 48C) | 126 | | 1 | 1% | 99% | | | |
| 29 | Terry Francois/China Basin (On-Street Pier 48) | 75 | | 0 | 0% | 100% | | | On-street parking |
| 30 | Terry Francois/3rd St. (Seawall Lot 337) | 2210 | | 103 | 5% | 95% | | | Also known as Lot 337 |
| 31 | Terry Francois/3rd St (Seawall Lot 337) | 65 | | 2 | 3% | 97% | | | |
| 32 | 4th/Channel St | 410 | | 5 | 1% | 99% | | | |
| 33 | 153 Townsend | 371 | | 40 | 11% | 89% | | | |
| 34 | 3rd St/Berry (China Basin Landing) | | 250 | 0 | 0% | 100% | | | |
| 35 | 254 King St. (Beacon Bldg) | 267 | | 0 | 0% | 100% | | | Parking for tenants, public, residents |
| 36 | 3rd St. (UCSF) | 1050 | | 580 | 55% | 45% | | | Garage Lot & Surface Lot available |

| | |
|---|---|
| Total Supply | 9,956 |
| Total Vacant | 2,038 |
| Total Vacancy % | 20% |
| Total Occupany % | 80% |
| Average Rate (Regular) | $10.00 |
| Average Rate (Game) | $20.00 |

## Appendix Table 4: Off-Street Parking Survey: Ball Game Evening (Weekend, Saturday 9/22/07; 6:30pm-8:00pm)

| Garage/ Lot # | Location | Supply | | Available Spaces | Vacancy % | Occupancy % | Rate $ | | Comments |
|---|---|---|---|---|---|---|---|---|---|
| | | *Regular* | *Valet* | | | | *Regular* | *Gameday* | |
| 1 | 400 Spear | 300 | | *Closed* | | | | | Closed by 7pm |
| 2 | Embarcadero (Pier 30) | 735 | | 587 | 80% | 20% | | | |
| 3 | Embarcadero (Pier 32) | 768 | | 732 | 95% | 5% | | | |
| 4 | Embarcadero (Pier 30/32) | 172 | | *Closed* | | | | | |
| 5 | Embarcadero/Bryant | 289 | | 141 | 49% | 51% | | | |
| 6 | 250 Brannan | 120 | | 82 | 68% | 32% | | $ 15.00 | Residential/Public Parking |
| 7 | 270 Brannan | | 110 | 22 | 20% | 80% | | | Residential/Public/Reserved/Flexcar Parking |
| 8 | 680 2nd Street | | 50 | 8 | 16% | 84% | | $ 15.00 | |
| 9 | 136 Townsend | | 125 | 13 | 10% | 90% | | $ 15.00 | |
| 10 | 148 Townsend | 75 | | 29 | 39% | 61% | | $ 15.00 | |
| 11 | 4th St/Brannan | | 74 | 18 | 24% | 76% | $ 15.00 | | 74 spaces for public & 38 spaces for Wells Fargo during daytime |
| 12 | 178 Townsend | | 100 | 18 | 18% | 82% | | $ 15.00 | |
| 13 | 475 Brannan | | 181 | *Closed* | | | | | Closed Game/Weekend Evenings |
| 14 | 3rd St/Harrison | | 60 | 54 | 90% | 10% | | | |
| 15 | 725 Harrison | | 94 | 87 | 93% | 7% | | $ 10.00 | |
| 16 | 777 Harrison | | 115 | *Closed* | | | | | Closed Evenings & Weekends |
| 17 | 350 2nd Street | | 180 | 161 | 89% | 11% | | $ 10.00 | Parking from 6am-7pm Monday-Friday |
| 18 | 222 2nd Street | | 150 | 132 | 88% | 12% | | | Parking Monday-Thursday from 6am-9pm; Friday 6am-12pm |
| 19 | 55 Hawthorne | 260 | | *Closed* | | | | | Parking Monday-Friday 6am-7pm |
| 20 | 333 3rd St. | 437 | | *Closed* | | | | | Lot closed by 7pm Monday-Friday |
| 21 | Harrison/3rd St. | | 120 | 68 | 57% | 43% | | $ 10.00 | Parking available all week/weekend |
| 22 | Moscone Center/300 3rd St. | 300 | | 137 | 46% | 54% | | | Parking 5:30am-11pm Monday-Friday; 8am-6pm Weekends |
| 23 | 4th/Brannan | 95 | | 8 | 8% | 92% | | | Bank of America Lot Special Parking |
| 24 | 560 Brannan | 140 | | 83 | 59% | 41% | | | |
| 25 | 255 3rd St. (Moscone Center) | 752 | | 488 | 65% | 35% | | | Gameday Parking only for 20-30 vehicles |
| 26 | Terry Francois/China Basin (Pier 48A) | 265 | | 133 | 50% | 50% | | | |
| 27 | Terry Francois/China Basin (Pier 48B) | 265 | | 159 | 60% | 40% | | | |
| 28 | Terry Francois/China Basin (Pier 48C) | 126 | | *Closed* | | | | | |
| 29 | Terry Francois/China Basin (On-Street Pier 48) | 75 | | 30 | 40% | 60% | | | On-street parking |
| 30 | Terry Francois/3rd St (Seawall Lot 337) | 2210 | | 565 | 26% | 74% | | | Also known as Lot 337 |
| 31 | Terry Francois/3rd St. (Seawall Lot 337) | 65 | | 57 | 88% | 12% | | | |
| 32 | 4th/Channel St. | 410 | | 23 | 6% | 94% | | | |
| 33 | 153 Townsend | 371 | | 238 | 64% | 36% | | | |
| 34 | 3rd St/Berry (China Basin Landing) | | 250 | 18 | 7% | 93% | | | Public spaces differ from Day/Night |
| 35 | 254 King St (Beacon Bldg) | 267 | | 259 | 97% | 3% | | | Parking for tenants, public, residents |
| 36 | 3rd St (UCSF) | 1050 | | 722 | 69% | 31% | | | Garage Lot & Surface Lot available |

| | |
|---|---|
| Total Supply | 9,565 |
| Total Vacant | 5,072 |
| Total Vacancy % | 53% |
| Total Occupany % | 47% |
| Average Rate (Regular) | $15.00 |
| Average Rate (Game) | $15.00 |

## Appendix Table 5: Off-Street Parking Survey: No Ball Game Afternoon (Weekday, Wednesday 9/19/07 1:00pm-2:30pm)

| Garage/ Lot # | Location | Supply | | Available Spaces | Vacancy % | Occupancy % | Rate $ | Comments |
|---|---|---|---|---|---|---|---|---|
| | | *Regular* | *Valet* | | | | *Regular* | |
| 1 | 400 Spear | 300 | | 8 | 3% | 97% | $ 10.00 | Closed by 7pm |
| 2 | Embarcadero (Pier 30) | 735 | | 540 | 73% | 27% | | |
| 3 | Embarcadero (Pier 32) | 768 | | 554 | 72% | 28% | | |
| 4 | Embarcadero (Pier 30/32) | 172 | | *Closed* | | | | |
| 5 | Embarcadero/Bryant | 298 | | 0 | 0% | 100% | | |
| 6 | 250 Brannan | 120 | | 45 | 38% | 63% | $ 9.00 | Residential/Public Parking |
| 7 | 270 Brannan | | 110 | 6 | 5% | 95% | $ 10.00 | Residential/Public/Reserved/Flexcar Parking |
| 8 | 680 2nd Street | | 50 | 8 | 16% | 84% | | |
| 9 | 136 Townsend | | 125 | 33 | 26% | 74% | $ 10.00 | |
| 10 | 148 Townsend | | 75 | 25 | 33% | 67% | $ 10.00 | |
| 11 | 4th St/Brannan | | 74 | 42 | 57% | 43% | $ 10.00 | 74 spaces for public & 38 spaces for Wells Fargo during daytime |
| 12 | 178 Townsend | | 100 | 28 | 28% | 72% | $ 10.00 | |
| 13 | 475 Brannan | | 181 | *Closed* | | | $ 10.00 | Closed Game/Weekend Evenings |
| 14 | 3rd St/Harrison | | 60 | 8 | 13% | 87% | | |
| 15 | 725 Harrison | | 94 | 39 | 41% | 59% | $ 8.00 | |
| 16 | 777 Harrison | | 115 | 42 | 37% | 63% | $ 8.00 | Closed Evenings & Weekends |
| 17 | 350 2nd Street | | 180 | 8 | 4% | 96% | $ 10.00 | Parking from 6am-7pm Monday-Friday |
| 18 | 222 2nd Street | | 150 | 0 | 0% | 100% | | Parking Monday-Thursday from 6am-9pm; Friday 6am-12pm |
| 19 | 55 Hawthorne | 260 | | 33 | 13% | 87% | | Parking Monday-Friday 6am-7pm |
| 20 | 333 3rd St. | 437 | | 17 | 4% | 96% | | Lot closed by 7pm Monday-Friday |
| 21 | Harrison/3rd St. | | 120 | 10 | 8% | 92% | | Parking available all week/weekend |
| 22 | Moscone Center/300 3rd St. | 300 | | 54 | 18% | 82% | | Parking 5:30am-11pm Monday-Friday; 8am-6pm Weekends |
| 23 | 4th/Brannan | 95 | | 9 | 9% | 91% | $ 10.00 | Bank of America Lot Special Parking |
| 24 | 560 Brannan | 140 | | 15 | 11% | 89% | | |
| 25 | 255 3rd St. (Moscone Center) | 752 | | 14 | 2% | 98% | | |
| 26 | Terry Francois/China Basin (Pier 48A) | 265 | | *Closed* | | | | |
| 27 | Terry Francois/China Basin (Pier 48B) | 265 | | *Closed* | | | | |
| 28 | Terry Francois/China Basin (Pier 48C) | 126 | | *Closed* | | | | |
| 29 | Terry Francois/China Basin (On-Street Pier 48) | 75 | | 70 | 93% | 7% | | On-street parking |
| 30 | Terry Francois/3rd St. (Seawall Lot 337) | 2210 | | 1419 | 64% | 36% | | Also known as Lot 337 |
| 31 | Terry Francois/3rd St. (Seawall Lot 337) | 65 | | 65 | 100% | 0% | | |
| 32 | 4th/Channel St. | 410 | | *Closed* | | | | |
| 33 | 153 Townsend | 371 | | 82 | 22% | 78% | | |
| 34 | 3rd St/Berry (China Basin Landing) | | 251 | 38 | 15% | 85% | | |
| 35 | 254 King St (Beacon Bldg) | 267 | | 117 | 44% | 56% | | Parking for tenants, public, residents |
| 36 | 3rd St (UCSF) | 1050 | | 570 | 54% | 46% | | Garage Lot & Surface Lot available |

| | |
|---|---|
| Total Supply | 9,747 |
| Total Vacant | 3,899 |
| Total Vacancy % | 40% |
| Total Occupancy % | 60% |
| Average Rate (Regular) | $10.00 |

## Appendix Table 6: Off-Street Parking Survey: No Ball Game Afternoon (Weekday, Wednesday 9/19/07; 7:30pm-9:00pm)

| Garage/ Lot # | Location | Supply | | Available Spaces | Vacancy % | Occupancy % | Rate $ | Comments |
|---|---|---|---|---|---|---|---|---|
| | | *Regular* | *Valet* | | | | *Regular* | |
| 1 | 400 Spear | 300 | | *Closed* | | | $ 10.00 | |
| 2 | Embarcadero (Pier 30) | 735 | | 710 | 97% | 3% | | |
| 3 | Embarcadero (Pier 32) | 768 | | 717 | 93% | 7% | | |
| 4 | Embarcadero (Pier 30/32) | 172 | | *Closed* | | | | |
| 5 | Embarcadero/Bryant | 298 | | 262 | 88% | 12% | | |
| 6 | 250 Brannan | 120 | | *Closed* | | | $ 9.00 | Residential/Public Parking |
| 7 | 270 Brannan | | 110 | 82 | 75% | 25% | $ 10.00 | Residential/Public/Reserved/Flexcar Parking |
| 8 | 680 2nd Street | | 50 | *Closed* | | | | |
| 9 | 136 Townsend | | 125 | *Closed* | | | $ 10.00 | |
| 10 | 148 Townsend | | 75 | *Closed* | | | $ 10.00 | |
| 11 | 4th St/Brannan | | 74 | 28 | 38% | 62% | $ 10.00 | 74 spaces for public & 38 spaces for Wells Fargo during daytime |
| 12 | 178 Townsend | | 100 | *Closed* | | | $ 10.00 | |
| 13 | 475 Brannan | | 181 | *Closed* | | | $ 10.00 | Closed Evenings |
| 14 | 3rd St/Harrison | | 60 | 54 | 90% | 10% | | |
| 15 | 725 Harrison | | 94 | 80 | 85% | 15% | $ 8.00 | |
| 16 | 777 Harrison | | 115 | *Closed* | | | $ 8.00 | Closed Evenings & Weekends |
| 17 | 350 2nd Street | | 180 | 153 | 85% | 15% | $ 10.00 | Parking from 6am-7pm Monday-Friday |
| 18 | 222 2nd Street | | 150 | 106 | 71% | 29% | $ 10.00 | Parking Monday-Thursday from 6am-9pm; Friday 6am-12pm |
| 19 | 55 Hawthorne | 260 | | *Closed* | | | | Parking Monday-Friday 6am-7pm |
| 20 | 333 3rd St. | 437 | | *Closed* | | | | Lot closed by 7pm Monday-Friday |
| 21 | Harrison/3rd St. | | 120 | 64 | 53% | 47% | | Parking available all week/weekend |
| 22 | Moscone Center/300 3rd St. | 300 | | 139 | 46% | 54% | | Parking 5:30am-11pm Monday-Friday; 8am-6pm Weekends |
| 23 | 4th/Brannan | 95 | | 50 | 53% | 47% | $ 10.00 | Bank of America Lot Special Parking |
| 24 | 560 Brannan | 140 | | 118 | 84% | 16% | | |
| 25 | 255 3rd St. (Moscone Center) | 752 | | 525 | 70% | 30% | | |
| 26 | Terry Francois/China Basin (Pier 48A) | 265 | | *Closed* | | | | |
| 27 | Terry Francois/China Basin (Pier 48B) | 265 | | *Closed* | | | | |
| 28 | Terry Francois/China Basin (Pier 48C) | 126 | | *Closed* | | | | |
| 29 | Terry Francois/China Basin (On-Street Pier 48) | 75 | | 75 | 100% | 0% | | On-street parking |
| 30 | Terry Francois/3rd St. (Seawall Lot 337) | 2210 | | 2151 | 97% | 3% | | Also known as Lot 337 |
| 31 | Terry Francois/3rd St. (Seawall Lot 337) | 65 | | 64 | 98% | 2% | | |
| 32 | 4th/Channel St | 410 | | *Closed* | | | | |
| 33 | 153 Townsend | 371 | | *Closed* | | | | |
| 34 | 3rd St/Berry (China Basin Landing) | | 251 | 130 | 52% | 48% | | |
| 35 | 254 King St (Beacon Bldg) | 267 | | 152 | 57% | 43% | | Parking for tenants, public, residents |
| 36 | 3rd St (UCSF) | 1050 | | 734 | 70% | 30% | | Garage Lot & Surface Lot available |

| | |
|---|---|
| **Total Supply** | **7,794** |
| **Total Vacant** | **6,394** |
| **Total Vacancy %** | **82%** |
| **Total Occupancy %** | **18%** |
| **Average Rate (Regular)** | **$10.00** |

## Appendix Table 7: Off-Street Parking Survey: No Ball Game Afternoon (Weekend, Saturday 9/29/07; 1:00pm-2:30pm)

| Garage/ Lot # | Location | Supply | | Available Spaces | Vacancy % | Occupancy % | Rate $ | Comments |
|---|---|---|---|---|---|---|---|---|
| | | *Regular* | *Valet* | | | | *Regular* | |
| 1 | 400 Spear | 300 | | *Closed* | | | $ 10.00 | Closed by 7pm |
| 2 | Embarcadero (Pier 30) | 735 | | 687 | 93% | 7% | | |
| 3 | Embarcadero (Pier 32) | 768 | | 768 | 100% | 0% | | |
| 4 | Embarcadero (Pier 30/32) | 172 | | *Closed* | | | | |
| 5 | Embarcadero/Bryant | 289 | | 206 | 71% | 29% | $ 5.00 | |
| 6 | 250 Brannan | 120 | | *Closed* | | | | Residential/Public Parking |
| 7 | 270 Brannan | | 110 | 83 | 75% | 25% | | Residential/Public/Reserved/Flexcar Parking |
| 8 | 680 2nd Street | | 50 | *Closed* | | | | |
| 9 | 136 Townsend | | 125 | 92 | 74% | 26% | $ 10.00 | |
| 10 | 148 Townsend | | 75 | *Closed* | | | | |
| 11 | 4th St/Brannan | | 74 | 47 | 64% | 36% | $ 15.00 | 74 spaces for public & 38 spaces for Wells Fargo during daytime |
| 12 | 178 Townsend | | 100 | *Closed* | | | | |
| 13 | 475 Brannan | | 181 | *Closed* | | | | Closed Game/Weekend Evenings |
| 14 | 3rd St/Harrison | | 60 | 5 | 8% | 92% | | |
| 15 | 725 Harrison | | 94 | 66 | 70% | 30% | | |
| 16 | 777 Harrison | | 115 | *Closed* | | | | Closed Evenings & Weekends |
| 17 | 350 2nd Street | | 180 | 149 | 83% | 17% | $ 10.00 | Parking from 6am-7pm Monday-Friday |
| 18 | 222 2nd Street | | 150 | 38 | 25% | 75% | $ 20.00 | Parking Monday-Thursday from 6am-9pm; Friday 6am-12pm |
| 19 | 55 Hawthorne | 260 | | *Closed* | | | | Parking Monday-Friday 6am-7pm |
| 20 | 333 3rd St. | 437 | | 0 | 0% | 100% | $ 5.00 | Lot closed by 7pm Monday-Friday |
| 21 | Harrison/3rd St. | | 120 | 0 | 0% | 100% | | Parking available all week/weekend |
| 22 | Moscone Center/300 3rd St. | 300 | | 11 | 4% | 96% | $ 30.00 | Parking 5:30am-11pm Monday-Friday; 8am-6pm Weekends |
| 23 | 4th/Brannan | 60 | | 46 | 77% | 23% | $ 10.00 | Bank of America Lot Special Parking |
| 24 | 560 Brannan | 140 | | 129 | 92% | 8% | | |
| 25 | 255 3rd St. (Moscone Center) | 752 | | 17 | 2% | 98% | | |
| 26 | Terry Francois/China Basin (Pier 48A) | 265 | | *Closed* | | | | |
| 27 | Terry Francois/China Basin (Pier 48B) | 265 | | *Closed* | | | | |
| 28 | Terry Francois/China Basin (Pier 48C) | 126 | | *Closed* | | | | |
| 29 | Terry Francois/China Basin (On-Street Pier 48) | 75 | | 39 | 52% | 48% | | On-street parking |
| 30 | Terry Francois/3rd St. (Seawall Lot 337) | 2210 | | 1744 | 79% | 21% | | Also known as Lot 337 |
| 31 | Terry Francois/3rd St. (Seawall Lot 337) | 65 | | 29 | 45% | 55% | | |
| 32 | 4th/Channel St | 410 | | 403 | 98% | 2% | | |
| 33 | 153 Townsend | 371 | | *Closed* | | | | |
| 34 | 3rd St/Berry (China Basin Landing) | | 250 | *Closed* | | | | Public spaces differ from Day/Night |
| 35 | 254 King St (Beacon Bldg) | 267 | | 103 | 39% | 61% | | Parking for tenants, public, residents |
| 36 | 3rd St (UCSF) | 1050 | | 861 | 82% | 18% | | Garage Lot & Surface Lot available |

| | |
|---|---|
| **Total Supply** | **8,471** |
| **Total Vacant** | **5,523** |
| **Total Vacancy %** | **65%** |
| **Total Occupancy %** | **35%** |
| **Average Rate (Regular)** | **$13.00** |

## Appendix Table 8: Off-Street Parking Survey: No Ball Game Afternoon (Weekend, Saturday 9/29/07; 7:30pm-9:00pm)

| Garage/ Lot # | Location | Supply | | Available Spaces | Vacancy % | Occupancy % | Rate $ | Comments |
|---|---|---|---|---|---|---|---|---|
| | | *Regular* | *Valet* | | | | *Regular* | |
| 1 | 400 Spear | 300 | | *Closed* | | | $ 10.00 | Closed by 7pm |
| 2 | Embarcadero (Pier 30) | 735 | | 718 | 98% | 2% | | |
| 3 | Embarcadero (Pier 32) | 768 | | 768 | 100% | 0% | | |
| 4 | Embarcadero (Pier 30/32) | 172 | | *Closed* | | | | |
| 5 | Embarcadero/Bryant | 289 | | 257 | 89% | 11% | $ 5.00 | |
| 6 | 250 Brannan | 120 | | *Closed* | | | | Residential/Public Parking |
| 7 | 270 Brannan | | 110 | 99 | 90% | 10% | | Residential/Public/Reserved/Flexcar Parking |
| 8 | 680 2nd Street | | 50 | *Closed* | | | | |
| 9 | 136 Townsend | | 125 | 112 | 90% | 10% | $ 10.00 | |
| 10 | 148 Townsend | | 75 | *Closed* | | | | |
| 11 | 4th St/Brannan | | 74 | 53 | 72% | 28% | $ 15.00 | 74 spaces for public & 38 spaces for Wells Fargo during daytime |
| 12 | 178 Townsend | | 100 | *Closed* | | | | |
| 13 | 475 Brannan | | 181 | *Closed* | | | | Closed Game/Weekend Evenings |
| 14 | 3rd St/Harrison | | 60 | 53 | 88% | 12% | $ 15.00 | |
| 15 | 725 Harrison | | 94 | 84 | 89% | 11% | | |
| 16 | 777 Harrison | | 115 | *Closed* | | | | Closed Evenings & Weekends |
| 17 | 350 2nd Street | | 180 | 156 | 87% | 13% | $ 10.00 | Parking from 6am-7pm Monday-Friday |
| 18 | 222 2nd Street | | 150 | 72 | 48% | 52% | $ 20.00 | Parking Monday-Thursday from 6am-9pm; Friday 6am-12pm |
| 19 | 55 Hawthorne | 260 | | *Closed* | | | | Parking Monday-Friday 6am-7pm |
| 20 | 333 3rd St. | 437 | | *Closed* | | | | Lot closed by 7pm Monday-Friday |
| 21 | Harrison/3rd St. | | 120 | 24 | 20% | 80% | | Parking available all week/weekend |
| 22 | Moscone Center/300 3rd St. | 300 | | 153 | 51% | 49% | | Parking 5:30am-11pm Monday-Friday; 8am-6pm Weekends |
| 23 | 4th/Brannan | 60 | | 54 | 90% | 10% | | Bank of America Lot Special Parking |
| 24 | 560 Brannan | 140 | | 130 | 93% | 7% | | |
| 25 | 255 3rd St. (Moscone Center) | 752 | | 305 | 41% | 59% | | |
| 26 | Terry Francois/China Basin (Pier 48A) | 265 | | *Closed* | | | | |
| 27 | Terry Francois/China Basin (Pier 48B) | 265 | | *Closed* | | | | |
| 28 | Terry Francois/China Basin (Pier 48C) | 126 | | *Closed* | | | | |
| 29 | Terry Francois/China Basin (On-Street Pier 48) | 75 | | 71 | 95% | 5% | | On-street parking |
| 30 | Terry Francois/3rd St. (Seawall Lot 337) | 2210 | | 1851 | 84% | 16% | | Also known as Lot 337 |
| 31 | Terry Francois/3rd St. (Seawall Lot 337) | 65 | | 65 | 100% | 0% | | |
| 32 | 4th/Channel St. | 410 | | 405 | 99% | 1% | | |
| 33 | 153 Townsend | 371 | | *Closed* | | | | |
| 34 | 3rd St/Berry (China Basin Landing) | | 250 | *Closed* | | | | Public spaces differ from Day/Night |
| 35 | 254 King St. (Beacon Bldg) | 267 | | 146 | 55% | 45% | | Parking for tenants, public, residents |
| 36 | 3rd St. (UCSF) | 1050 | | 918 | 87% | 13% | | Garage Lot & Surface Lot available |

| | |
|---|---|
| **Total Supply** | **8,034** |
| **Total Vacant** | **6,494** |
| **Total Vacancy %** | **81%** |
| **Total Occupancy % =** | **19%** |
| **Average Rate (Regular)** | **$12.00** |

**Appendix Table 9: Study Area "Pipeline" Projects**

| | Block Lot | Address | GSF* | Units | Parking** |
|---|---|---|---|---|---|
| **Projects Under Construction** | 3794075 | 170 King St | 5,000 | 198 | 201 |
| | 8703001 | 420 Berry St | n/a | 236 | n/a |
| | 8707001 | 325 Berry St | n/a | 110 | n/a |
| | 8721014 | 255 King St | 381,282 | 0 | n/a |
| **Projects with Issued Building** | 8720001 | 435 China Basin St | n/a | 319 | n/a |
| | 8713001 | 555 Mission Rock St | n/a | 192 | n/a |
| **Projects with Filed Building Permit** | 3787026 | 655 4th St | 2,356 | 192 | 46 |
| | 3788012 | 166 Townsend St | 73,625 | 66 | 74 |
| | 8704001 | 330 Berry St | n/a | 64 | n/a |
| | 3776092 | 246 Ritch St | 4,130 | 19 | 5 |
| ***Total*** | | | ***466,393*** | ***1,396*** | ***326*** |

*Note: Commerical Gross Square Feet

**Proposed parking spaces per development

n/a = Information not available

SAMPLE

September 6, 2007

PORT OF SAN FRANCISCO

Dear Parking Operator,

Your assistance in answering these questions is greatly appreciated. Please return the completed questionnaire in the stamped and addressed envelope no later than Friday, September 14th.

Manager/Operator's Name: _____
Contact information: _____
Name of garage or lot: _____
Location: _____

**1. What is your facility's capacity (total number of stalls and number of stalls available to the public)?**

Number of parking stalls available to the Public: _____

**2. What are your days and hours of operation?**

Days: _____
Hours: _____

**3. Is your facility staffed? If so, which days/hours?**

_____ Yes _____ No

Days: _____
Hours: _____

**4. What are your parking rates (prices)?**

_____

**5. Do you valet park? If so, what is the valet capacity and when do you valet park?**

Valet Park: Yes: _____
No: _____

If "Yes", Maximum Number of Cars Valet Parked): _____

Valet Parking Days: _____
Valet parking Hours: _____

Pier 1, The Embarcadero, San Francisco, California 94111
415.274.0400 f 415.732.0400 www.sfport.com

**6. How would you describe the typical customer/user patterns (e.g. commuter, contract parking, short-term customer parking?) of your facility?**

Mostly Commuters: _____
Mostly Contract Parking: _____
Mostly Short-Term Customer Parking: _____
Other (Describe): _____

**7. Do Giants fans make up a significant percentage of your customers?**

Yes: _____
No: _____

**8. Is there a general pattern for when Giants game drivers arrive to park, in advance of the game time?**

If "Yes" (please describe) _____
_____

**9. If the City or another entity developed an integrated database that enabled customers to know the locations and pricing of public and private parking facilities within your area, would you have a strong interest in participating?**

Yes: _____
No: _____
Not Sure: _____

Sincerely,

Diane Oshima

Diane Oshima
Asst. Deputy Director
Waterfront Planning

PORT OF SAN FRANCISCO

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# Exhibit B-2 Port of SF Parking Sensitivity Analysis

**MEMO**

DATE: December 3rd, 2007

TO: Diane Oshima, Assistant Deputy Director,
Port of San Francisco

FROM: Joe Kott, Terri O'Connor

**SUBJECT: Seawall Lot 337 Sensitivity Analysis**

A sensitivity analysis was conducted to provide an in depth examination into how occupancy rates can fluctuate under different conditions. Four scenarios are presented in the sensitivity analysis. Each scenario is divided into two parts. For the first part of each scenario, the number of parking spaces in Seawall Lot 337 is reduced incrementally. For the second part of each scenario, Pier 48 is to be removed along with a reduction in parking spaces in Seawall Lot 337[1]. Overall, the sensitivity analysis examines several "what if" conditions that represent the change in occupancy rates relative to the reduction in parking spaces in Seawall Lot 337 and the removal of Pier 48. A brief description of Seawall Lot 337 and Pier 48 are discussed below:

***Seawall Lot 337***

The parking survey indicated that Seawall Lot 337 currently has a parking supply of 2,210 spaces for automobiles, and 65 spaces dedicated to bus-only parking. Overall, Seawall Lot 337 represents 25% of the total parking supply within the study area. During ballpark events, Seawall Lot 337 has the highest occupancy rate of 95% for weekend afternoons and the lowest occupancy rate of 63% for weekday evenings. For non-event occasions, Seawall Lot 337 has the lowest occupancy rate of 3% during weekday evenings, and peaks at 35% during weekday afternoon hours. The average cost to park in Seawall Lot 337 is $30.00, which only applies to ballpark event occurrences. Table 1 on the following page summarizes these findings.

[1] The sensitivity analysis assumes that current parking in Pier 48 will be removed due to new development.

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**Table 1: Seawall Lot 337 Parking Survey**

| | Ballpark Event | | | | Non-Event | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 2,275 | 2,275 | 2,275 | 2,275 | 2,275 | 2,275 | 2,275 | 2,275 |
| **Total Vacant Spaces** | 472 | 844 | 105 | 622 | 1,484 | 2,215 | 1,773 | 1,916 |
| **Total Occupancy %** | 79% | 63% | 95% | 73% | 35% | 3% | 22% | 16% |
| **Average Rate (Regular)*** | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Average Rate (Game)*** | $30.00 | $30.00 | $30.00 | $30.00 | $ - | $ - | $ - | $ - |

*Note: rates were either not available or free admission for non-ballpark occasions

### *Pier 48*

Pier 48 is located southeast of AT&T Ballpark and directly east of Seawall Lot 337. Pier 48 consists of three dedicated parking facilities: Pier 48A, Pier 48B, Pier 48C, and on-street parking available solely for ballpark events. The parking survey indicated that Pier 48 currently has a parking supply of 731 spaces. It must be noted that Pier 48C is closed during the weekend evenings for ballpark event times; therefore the total supply is reduced from 731 spaces to 605 during weekend evening hours. Pier 48 represents 7% of the total parking supply within the study area. During ballpark events, Pier 48 has the highest occupancy rate of 100% for weekend afternoons and the lowest occupancy rate of 30% for weekday evenings. The survey indicated that parking in Pier 48 is not permitted during non-event times. The average cost to park in Pier 48 is $30.00, which only applies to ballpark event occurrences. Table 2 below summarizes these findings.

**Table 2: Pier 48 Parking Survey**

| | Ballpark Event | | | | Non-Event** | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening* | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 731 | 731 | 731 | 605 | *n/a* | *n/a* | *n/a* | *n/a* |
| **Total Vacant Spaces** | 341 | 509 | 2 | 322 | *n/a* | *n/a* | *n/a* | *n/a* |
| **Total Occupancy %** | 53% | 30% | 100% | 47% | *n/a* | *n/a* | *n/a* | *n/a* |
| **Average Rate (Regular)***** | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Average Rate (Game)***** | $30.00 | $30.00 | $ - | $ - | $ - | $ - | $ - | $ - |

*Pier 48C was closed during weekend evenings

**Pier 48 closed during non-event occasions

***Rates were either not available or free admission for non-ballpark occasions

*n/a* not applicable

### Scenario 1A: Reduction of Seawall Lot 337 Spaces (to 1,800)

This scenario includes a reduction of parking spaces in Seawall Lot 337 from 2,275 to 1,800 (a loss of 475 spaces). By altering the parking supply, the results indicate that changes in the occupancy rates are minimal under this condition. On average, the occupancy rates increase by 3% during ballpark event times and the average occupancy rate increase during non-event times is nearly 2%. Overall, reducing the number of parking spaces in Seawall Lot 337 to 1,800 spaces has little to no effect on occupancy rates during ballpark events. Table 3 on the following page summarizes these findings.

**Table 3: Scenario 1A Parking Occupancy Conditions**

| | Ballpark Event | | | | Non-Event | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 10,558 | 8,579 | 9,481 | 9,090 | 9,272 | 7,319 | 7,996 | 7,559 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Occupany %** | 78% | 50% | 80% | 47% | 60% | 18% | 35% | 19% |
| **Adjusted Occupancy %*** | 81% | 53% | 84% | 49% | 63% | 19% | 37% | 20% |
| **% Change** | 3% | 3% | 4% | 2% | 3% | 1% | 2% | 1% |

*Adjusted Occupancy % represents parking occupancy rates under this condition

### Scenario 1B: Reduction of Seawall Lot 337 Spaces (to 1,800) & Removal of Pier 48

As discussed in Scenario 1A, the reduction of parking spaces for Seawall Lot 337 maintains a steady balance between parking supply and parking demand throughout the study area. Scenario 1B considers the removal of Pier 48 in correlation with the reduction of parking spaces for Seawall Lot 337. Under this condition, the removal of Pier 48 results in minimal parking impacts during ballpark event hours. The research indicates that by reducing the number of spaces at Seawall Lot 337 and removing Pier 48 results in an average occupancy rate increase of 9% during ballpark events. The occupancy rates are 87% during weekday afternoon hours and 90% during weekend afternoon hours for ballpark event occasions; during the weekday and weekend evening hours, occupancy rates range between 53% and 57% for ballpark event occasions. The parking impacts during non-event times indicate an increase of nearly 2% on average, for most occasions. Table 4 below summarizes these findings.

**Table 4: Scenario 1B Parking Occupancy Conditions**

| | Ballpark Event | | | | Non-Event | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 9,827 | 7,848 | 8,750 | 8,485 | 9,272 | 7,319 | 7,996 | 7,559 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Occupany %** | 78% | 50% | 80% | 47% | 60% | 18% | 35% | 19% |
| **Adjusted Occupancy %*** | 87% | 57% | 90% | 53% | 63% | 19% | 37% | 20% |
| **% Change** | 10% | 8% | 11% | 6% | 3% | 1% | 2% | 1% |

*Adjusted Occupancy % represents parking occupancy rates under this condition

Overall, the results from Scenario 1A and Scenario 1B indicate that a reduction in parking supply at Seawall Lot 337 and the removal of Pier 48 maintains a steady balance between supply and current demand. The occupancy rates under both scenarios indicate that current parking demand does not exceed supply and only under one condition is the occupancy rate equal to or higher than 90%.

### Scenario 2A: Reduction of Seawall Lot 337 Spaces (to 1,500)

This scenario considers a reduction in parking spaces for Seawall Lot 337 from 2,275 to 1,500 (a loss of 775 spaces). The adjusted occupancy rates for ballpark events under this condition shows an average increase of nearly 6% during weekday and weekend hours. For non-event times, the occupancy rates increase about 3%, on average. In reducing the number of parking spaces at Seawall Lot 337 from 2,275 to 1,500, the overall

occupancy rates during ballpark events show no instances where demand exceeds the reduced supply; therefore a reduction to 1,500 spaces for Seawall Lot 337 would accommodate to current demand.

**Table 5: Scenario 2A Parking Occupancy Conditions**

| | Ballpark Event | | | | Non-Event | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 10,258 | 8,279 | 9,181 | 8,790 | 8,972 | 7,019 | 7,696 | 7,259 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Occupany %** | 78% | 50% | 80% | 47% | 60% | 18% | 35% | 19% |
| **Adjusted Occupancy %*** | 84% | 54% | 86% | 51% | 65% | 20% | 38% | 21% |
| **% Change** | 6% | 5% | 7% | 4% | 5% | 2% | 4% | 2% |

*Adjusted Occupancy % represents parking occupancy rates under this condition

### Scenario 2B: Reduction of Seawall Lot 337 Spaces (to 1,500) & Removal of Pier 48

Scenario 2B considers removing Pier 48 parking supply and reducing the number of parking spaces at Seawall Lot 337 to 1,500 (as depicted in Scenario 2A). Under this condition, there is an average loss of 1,475 parking spaces during ballpark event times and a loss of 775 spaces during non-event times. As shown in Table 6 below, the removal of Pier 48 along with the reduction of spaces for Lot 337 has significant impacts. The occupancy rate for ballpark events during weekday afternoons increases to 90% (a 12% increase), and during weekend afternoons the rate rises to 94% (a 14% increase). On average, the occupancy rates during weekdays and weekends increase by 11% for ballpark event times. For non-event occasions, occupancy rates increase 3%, on average.

**Table 6: Scenario 2B Parking Occupancy Conditions**

| | Ballpark Event | | | | Non-Event | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 9,527 | 7,548 | 8,450 | 8,185 | 8,972 | 7,019 | 7,696 | 7,259 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Occupany %** | 78% | 50% | 80% | 47% | 60% | 18% | 35% | 19% |
| **Adjusted Occupancy %*** | 90% | 60% | 94% | 55% | 65% | 20% | 38% | 21% |
| **% Change** | 12% | 10% | 14% | 8% | 5% | 2% | 4% | 2% |

*Adjusted Occupancy % represents parking occupancy rates under this condition

In Scenario 2A, the highest occupancy rate reaches 86%, which signifies that reducing the parking supply of Lot 337 to 1,500 spaces results in minimal impacts on parking availability during ballpark events. The occupancy rates in Scenario 2B indicate that the removal of Pier 48 coupled with the reduction of spaces at Seawall Lot 337 causes occupancy rates to increase to over 90% for weekday and weekend afternoons during ballpark events. Overall, the findings suggest that there are no instances where parking demand exceeds the change in parking supply.

### Scenario 3A: Reduction of Seawall Lot 337 Spaces (to 1,000)

Scenario 3A considers the reduction of Seawall Lot 337 parking spaces from 2,275 to 1,000, resulting in a reduction in total parking supply by 1,275 parking spaces. As shown in Table 7 below, the occupancy rates during ballpark events increase 9%, on average. The ballpark event occupancy rate is 91% during weekend afternoon times and 88% during weekday afternoons. For non-event times, there is an average increase nearly 6% in occupancy due to this reduction in supply.

### Table 7: Scenario 3A Parking Occupancy Conditions

| | Ballpark Event | | | | Non-Event | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 9,758 | 7,779 | 8,681 | 8,290 | 8,472 | 6,519 | 7,196 | 6,759 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Occupany %** | 78% | 50% | 80% | 47% | 60% | 18% | 35% | 19% |
| **Adjusted Occupancy %*** | 88% | 58% | 91% | 54% | 69% | 21% | 41% | 23% |
| **% Change** | 10% | 8% | 12% | 7% | 9% | 4% | 6% | 4% |

*Adjusted Occupancy % represents parking occupancy rates under this condition

### Scenario 3B: Reduction of Seawall Lot 337 Spaces (to 1,000) & Removal of Pier 48

Of all the scenarios observed, Scenario 3B considers the greatest reduction in parking supply. The removal of Pier 48 and reducing the number of parking spaces at Seawall Lot 337 from 2,275 to 1,000 results in an average loss of 1,975 parking spaces during ballpark event times and an average loss of 1,275 spaces during non-ballpark event times. Under this condition, the occupancy rates during ballpark events increase nearly 16%, on average. The weekday afternoon occupancy rate during ballpark events is 95% (a 17% increase) and the weekend afternoon occupancy rate during ballpark events is 100% (an increase of 20%); indicating maximum parking capacity. Hypothetically, parking demand would be "chasing" fewer spaces if an increase in demand occurred. For non-event times, the average occupancy rate increases nearly 6%. Table 8 below summarizes these findings.

### Table 8: Scenario 3B Parking Occupancy Conditions

| | Ballpark Event | | | | Non-Event | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 9,027 | 7,048 | 7,950 | 7,685 | 8,472 | 6,519 | 7,196 | 6,759 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Occupany %** | 78% | 50% | 80% | 47% | 60% | 18% | 35% | 19% |
| **Adjusted Occupancy %** | 95% | 64% | 100% | 58% | 69% | 21% | 41% | 23% |
| **% Change** | 17% | 14% | 20% | 11% | 9% | 4% | 6% | 4% |

*Adjusted Occupancy % represents parking occupancy rates under this condition

### Scenario 4A: Reduction of Seawall Lot 337 Spaces (to 2,000)

This scenario includes a reduction of parking spaces in Seawall Lot 337 from 2,275 to 2,000 (a loss of 275 spaces). By altering the parking supply, the results indicate that changes in the occupancy rates are minimal under this condition. On average, the occupancy rates increase by nearly 2% during ballpark event times and the average occupancy rate increase during non-event times is 1.25%. Overall, reducing the number of parking spaces in Seawall Lot 337 to 2,000 spaces has little to no effect on occupancy rates during ballpark events. Table 9 below summarizes these findings.

**Table 9: Scenario 4A Parking Occupancy Conditions**

| | Ballpark Event | | | | Non-Event | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 10,758 | 8,779 | 9,681 | 9,290 | 9,472 | 7,519 | 8,196 | 7,759 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Occupany %** | 78% | 50% | 80% | 47% | 60% | 18% | 35% | 19% |
| **Adjusted Occupancy %** * | 80% | 51% | 82% | 48% | 62% | 19% | 36% | 20% |
| **% Change** | 2% | 2% | 2% | 1% | 2% | 1% | 1% | 1% |

*Adjusted Occupancy % represents parking occupancy rates under this condition

### Scenario 4B: Reduction of Seawall Lot 337 Spaces (to 2,000) & Removal of Pier 48

As discussed in Scenario 1A, the reduction of parking spaces for Seawall Lot 337 maintains a steady balance between parking supply and parking demand throughout the study area. Scenario 1B considers the removal of Pier 48 in correlation with the reduction of parking spaces for Seawall Lot 337. The research indicates that by reducing the number of spaces at Seawall Lot 337 and removing Pier 48 results in an average occupancy rate increase of 7% during ballpark events. The occupancy rates are 86% during weekday afternoon hours and 88% during weekend afternoon hours for ballpark event occasions; during the weekday and weekend evening hours, occupancy rates range between 56% and 52% for ballpark event occasions. The parking impacts during non-event times indicate an increase of 1.25% on average, for most occasions. Table 10 below summarizes these findings.

**Table 10: Scenario 4B Parking Occupancy Conditions**

| | Ballpark Event | | | | Non-Event | | | |
|---|---|---|---|---|---|---|---|---|
| | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening | Weekday Afternoon | Weekday Evening | Weekend Afternoon | Weekend Evening |
| **Total Parking Supply** | 10,027 | 8,048 | 8,950 | 8,685 | 9,472 | 7,519 | 8,196 | 7,759 |
| **Total Parking Demand** | 8,579 | 4,506 | 7,918 | 4,493 | 5,848 | 1,400 | 2,948 | 1,540 |
| **Current Occupany %** | 78% | 50% | 80% | 47% | 60% | 18% | 35% | 19% |
| **Adjusted Occupancy %*** | 86% | 56% | 88% | 52% | 62% | 19% | 36% | 20% |
| **% Change** | 8% | 6% | 9% | 5% | 2% | 1% | 1% | 1% |

*Adjusted Occupancy % represents parking occupancy rates under this condition

Additional off-street parking facilities are proposed for the Mission Bay South region, which is located directly south of AT&T Ballpark. These parking structures are to include parking for only non-residential projects. The numbers of spaces represented in Table 11 (below) are approved conceptually for each proposed block or parcel. There are no requirements that parking will be limited to office employees, therefore the parking management could rent out spaces to other people. The on-site parking would most likely be provided to the tenants during work hours (monthly fee or as a part of the lease agreement), and the parking facilities might only be available to the public during typical non-business hours (weeknights and weekends).

The parking inventory in the Mission Bay South Redevelopment area is not fully realized. Consistent with the Mission Bay South Redevelopment Plan, almost 4,000 parking spaces are due to be developed as part of approved future new development. This supply would provide additional shared parking opportunities in the future. Because these facilities are not yet built, they have not been included in the parking demand and supply analyses.

**Table 11: Commercial Parking Garages for Mission Bay South Region**

| Block | Proposed # of Spaces* | Location |
|---|---|---|
| Block 27 | 1,420 | North of Mission Bay Blvd./East of 3rd St. |
| Block 29 | 1,625 | South of Mission Bay Blvd./East of 3rd St. |
| Block 31 | 310 | North of 16th St./East of 3rd St. |
| X-4 | 630 | South of 16th St./East of Illinois St. |
| ***Total*** | ***3,985*** | |

## Conclusion

Given the results of the sensitivity analysis, the overall findings indicate that in reducing the number of parking spaces at Seawall Lot 337, the current demand and supply maintain a steady balance (under no instances does parking demand exceed parking supply). When the parking supply for Seawall Lot 337 is reduced, and the parking supply for Pier 48 is completely removed, the parking impacts become more critical, as indicated in all four scenarios. As a result of this reduction, the occupancy rates for ballpark events increase nearly 11% on average. There is one instance where the occupancy rate is 100% (see Table 8). Considering all the scenarios, under no circumstances does current parking demand exceed the adjusted parking supply. Therefore the analysis indicates that a reduction in parking supply can accommodate to the current parking demand around AT&T Ballpark.

We hope you find this information helpful. Please feel free to contact me or Terri O'Connor regarding this analysis.

Best regards,

WILBUR SMITH ASSOCIATES

**Joe Kott, AICP, PTP**
Senior Transportation Projects Manager

**Terri O'Connor**
Transportation Planning Manager

PORT OF SAN FRANCISCO

**MEMORANDUM**

December 7, 2007

**TO:** MEMBERS, PORT COMMISSION
Hon. Ann Lazarus, President
Hon. Kimberly Brandon, Vice President
Hon. Rodney Fong
Hon. Michael Hardeman
Hon. Stephanie Shakofsky

**FROM:** Monique A. Moyer
Executive Director

**SUBJECT:** Informational Presentation by San Francisco Waterfront Partners II, LLC on its 8 Washington Proposal at Washington Street and The Embarcadero

**DIRECTOR'S RECOMMENDATION**: NO ACTION REQUIRED

San Francisco Waterfront Partners, II LLC ("SFWP"), the developer of the Piers 1½ - 5 Historic Rehabilitation Project, has proposed to develop a mixed-use development project at 8 Washington Street. As proposed, the project would combine property owned by the Golden Gateway Center on the northern side of Washington Street between The Embarcadero and Drumm Street with the Port's adjacent Seawall Lot 351 ("SWL351") which is located at the corner of The Embarcadero and Washington Street. SFWP has entered into a purchase option agreement with Golden Gateway Center for the 8 Washington property. In this informational presentation, SFWP will brief the Port Commission and interested members of the public on its proposed mixed-use project. SFWP is acting alone and not as part of any solicitation of the Port.

SFWP proposes to combine the 8 Washington Property and SWL 351 for an eight story project that would include: 170 residential condominium units, restaurant and retail uses on the ground floor fronting on The Embarcadero and on Washington and Drumm Streets, a rebuilt Golden Gateway Tennis and Swim Club ("Club"), open space, and an underground parking garage that would provide short term parking for visitors to the waterfront, including the Ferry Building Marketplace and the Port, as well as parking for the owners of the residential condominium units and for the Club.

**BACKGROUND**

The proposed project would include 138,681 square feet of land (about 3.2 acres) created by combining the Club parcel of approximately 110,744 square feet and SWL351 which is 27,937

**This Print Covers Calendar Item No. 11C**

square feet. The Club currently has 9 tennis courts, two outdoor pools, a 17 space parking lot, and a 3,900 square foot changing facility. The recreational portion of proposed project would have 6 tennis courts, two outdoor pools, and an indoor club facility of about 12,000 square feet.

Seawall Lot 351 is a paved parking lot of 110 spaces. This parking lot (along with Pier ½) is currently subject to the Parking Agreement with Ferry Building Investors, LLC, which requires the Port to provide nearby short-term parking by customers of the Ferry Building Marketplace and the Port. This requirement can be met by other sites, including the Maritime Plaza Garage.

SWL 351 is designated in the City's Zoning Code as a Residential-Commercial Combined District (RC-4), which allows a mixture of dwellings with supporting commercial uses located at the ground level. The Zoning Code permits an 84 foot height. SWL 351 is located outside of the jurisdiction of the Bay Conservation and Development Commission ("BCDC"), but it is encumbered by the Public Trust.

## WATERFRONT LAND USE PLAN POLICIES

SWL 351 is located in the Ferry Building Waterfront Area in the Port's Waterfront Land Use Plan ("Waterfront Plan") which identifies the following fundamental objectives for the area:

- Provide a mix of uses that emphasizes the civic importance of the area, generates waterfront activity and serves San Franciscans and visitors alike.
- Restore the Ferry Building Waterfront as a major transit center by improving transit access and transfers among water and land transportation modes.
- Provide efficiently planned parking and loading facilities to serve new activities in the area.
- Physically and visually integrate the Ferry Building and environs with their spectacular City and Bay settings.
- Pursue a mix of public and private resources to achieve an appropriate quality and mix of uses.

SWL351 is also a part of the Ferry Building Mixed-Use Opportunity Area under the Waterfront Plan which includes the following Development Standards:

- Explore the possibility of obtaining economic value from Seawall Lot 351 by combining it with the adjacent Golden Gateway residential site [8 Washington Street] to provide expanded opportunities for mixed residential and commercial development.
- Maximize efficient use of new and existing parking to serve existing business, further promote public use of the Ferry and Agriculture Buildings, and stimulate reuse of Piers 1, 1-1/2, 3 and 5.

The Waterfront Plan identifies the following acceptable uses for SWL351: residential, assembly and entertainment, general office, parking, retail (including restaurants), recreational enterprises, visitor services, community facilities, and open space.

## COMMUNITY CONCERNS

On April 11, 2006, the Port Commission heard an informational presentation by SFWP about its efforts to revive a development proposal for this site. There were significant community concerns expressed about development on this site. Issues raised include:

- Loss/or reduction in the Club's recreational facilities
- Club closure for construction
- Height, scale and density of proposed project
- Design of proposed project
- Loss of open space and views
- Excess parking
- Traffic impacts from new development and additional parking

This is the second recent proposal for redevelopment of the site. In 2003, a project was proposed that did not include SWL351. In June 2004, it was rejected by the Board of Supervisors as the Redevelopment Agency had not certified the negative declaration which was required because a portion of the site was under Redevelopment jurisdiction. Members of the public testified that the Club property is required to remain as is by Redevelopment Agency restrictions imposed on the site in the 1960's. To date, however, no record of such development restrictions has been identified.

The Port has also heard testimony and received letters supporting the project as it would expand housing opportunities, provide public parking, and provide for increased public open space.

## PORT ACTIONS TO DATE

On December 7, 2006, SFWP made an unsolicited proposal to the Port to acquire rights to SWL351 for inclusion in the project and requested the Port's permission to initiate review of the project under the California Environmental Quality Act (CEQA). The Port Commission was unwilling to consider the SFWP proposal at that time. Nevertheless, the Port Commission was willing to allow the developer to explore such a project.

Accordingly, on December 19, 2006, the Port provided authorization for such CEQA review to San Francisco's Planning Department. On November 19, 2007, the Port authorized the release of the initial study in the letter provided in Attachment B. In each of those authorizations, the Port has clearly stated that, prior to consideration of any land transaction involving SWL351, the Port will engage in a public policy making process about the use of SWL351 and that the CEQA analyses should include consideration of alternatives where SWL351 is not combined with the private land.

Port staff have not undertaken any negotiation with SFWP regarding its proposal and will not do so unless, and until, directed by the Port Commission after adequate opportunity for public input and discussion.

## NEXT STEPS

If desired and requested by the Port Commission, Port staff could prepare and present to the Commission an analysis of the Port's development options for SWL351, which broadly include:

- offering SWL351 for development by competitive bid,
- responding to SFWP's proposal by initiating a negotiation, or
- taking no action.

Such analysis could also include discussion of suitable uses and the potential value of SWL351. This analysis could be presented to the Port Commission in the first quarter of 2008.

Prepared by: Kathleen Diohep
Project Manager

For: Byron Rhett
Deputy Director Planning and Development

Attachments

A. Map of SWL351
B. November 8, 2007 Port Letter to Planning Department
C. SFWP Presentation Materials

ATTACHMENT B

PORT OF SAN FRANCISCO

November 9, 2007

Ms. Nannie R. Turrell
Planning Department, Major Environmental Analysis
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Environmental Review
Project # 2002.0376E (8 Washington Street) (Project)

Dear Ms. Turrell:

By this letter, the Port of San Francisco (Port) modifies its December 19, 2006 letter authorizing the San Francisco Planning Department Major Environmental Assessment (MEA) to undertake environmental review under the California Environmental Quality Act (CEQA) of revisions to the Project previously analyzed in the above-referenced file and authorizes the publication of the initial study on the revised Project. A revised version of the environmental application will follow shortly.

San Francisco Waterfront Partners II (SFWP), which has an option to purchase 8 Washington Street, has filed a new application on behalf of Golden Gateway Center, a mixed-use development project (Project) for 8 Washington that combines privately held land with a Port-owned parcel known as Seawall Lot 351 (SWL351). Although the Project includes development on SWL351, the Port has not offered SWL351 for development, has not entered into exclusive negotiations or any other arrangement with SFWP regarding SWL351 and is not a sponsor of the Project. The Port has authorized the CEQA analysis to proceed to evaluate the Project and other development options for SWL351. This letter authorizes the release of the initial study and restates the conditions upon which the Port has authorized SWL351 to be included in the Project description.

The Waterfront Land Use Plan encouraged the Port to "Explore the possibility of obtaining economic value from Seawall Lot 351 by combining it with the adjacent Golden Gateway residential site [8 Washington Street] to provide expanded opportunities for mixed residential and commercial development." The Port welcomes initiating a public review of SFWP's proposed Project as well as other development alternatives for SWL351 especially those that support the on-going success of the Ferry Building area.

In addition to the Project, the EIR will consider alternatives to the Project to provide technical analyses to inform Port policy making for the use of SWL351. These alternatives, studied at a programmatic level, will assume that the Port and/or SFWP move forward separately with development of their respective lands.

The Port authorizes the continuation of MEA's CEQA analysis on the following conditions:

- The Port is kept fully informed of the progress of the environmental review and is invited to participate in all key meetings between MEA and SFWP on the Project.

- The Port is provided adequate advance opportunity to review and comment on all material aspects of the environmental review including the Project description, variants, alternatives and draft documents.

- The Port is provided adequate advance opportunity to approve, in Port's sole and absolute discretion, any mitigations or conditions that would bind or purport to bind the Port, including any property under its jurisdiction.

- As the Port is neither a co-sponsor of the Project nor in exclusive negotiations with SFWP for the development of SWL351, public monies are not a part of the proposed Project.

The Port retains the authority to revoke or further modify in writing this authorization at any time for any reason whatsoever. Further, this authorization is not an approval of the Project or a commitment to develop SWL351 for any use.

Sincerely yours,

Monique Moyer

Monique Moyer
Executive Director

# 8 WASHINGTON STREET

FOR DRAFT PURPOSES ONLY

SAN FRANCISCO
WATERFRONT
PARTNERS, LLC

# ABOUT US

- Local developer with passion for excellence
- Most recently, SFWP completed the historic rehabilitation of:

THE PIERS

NOS 1½, 3, 5

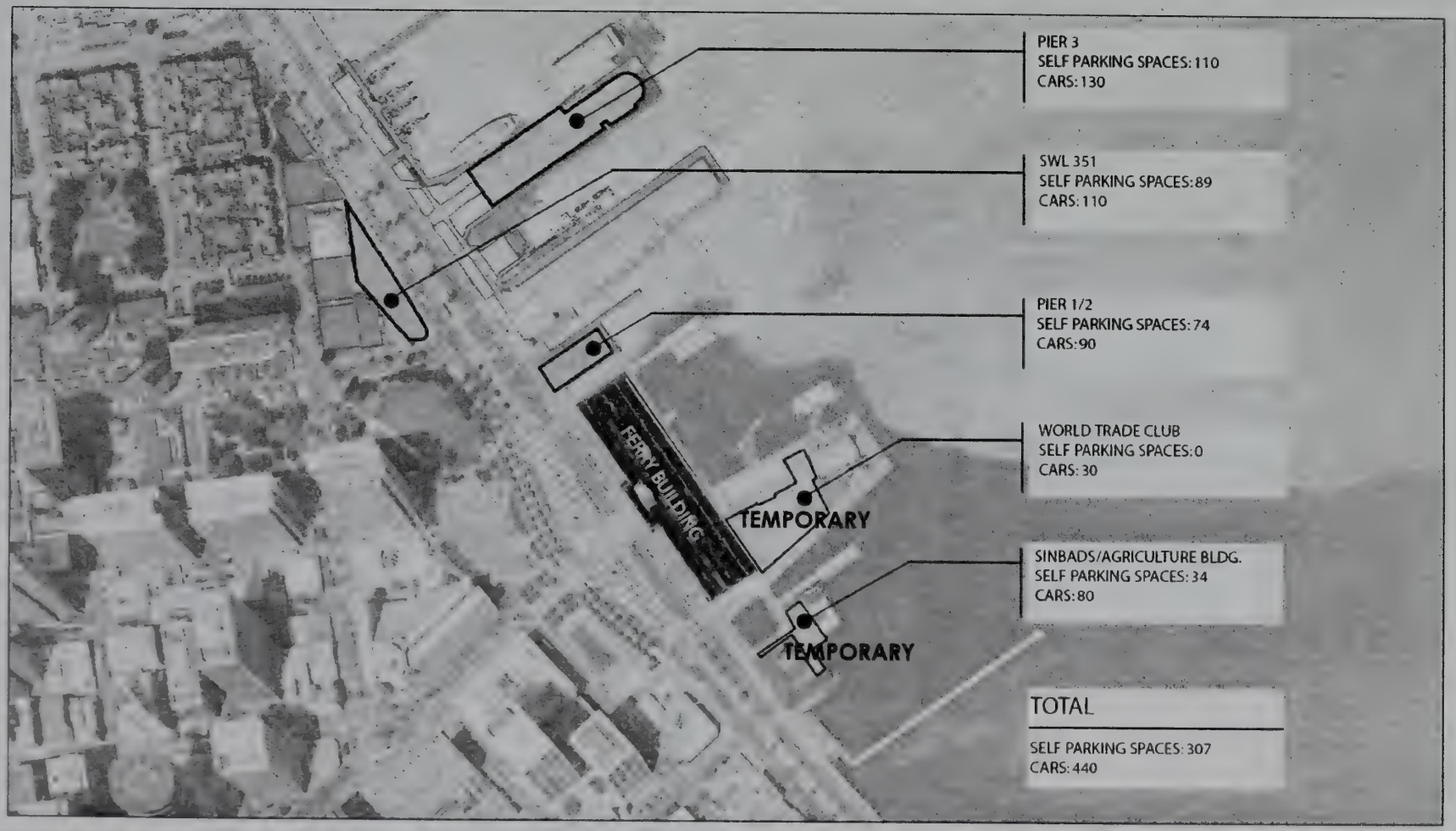
# OBJECTIVES

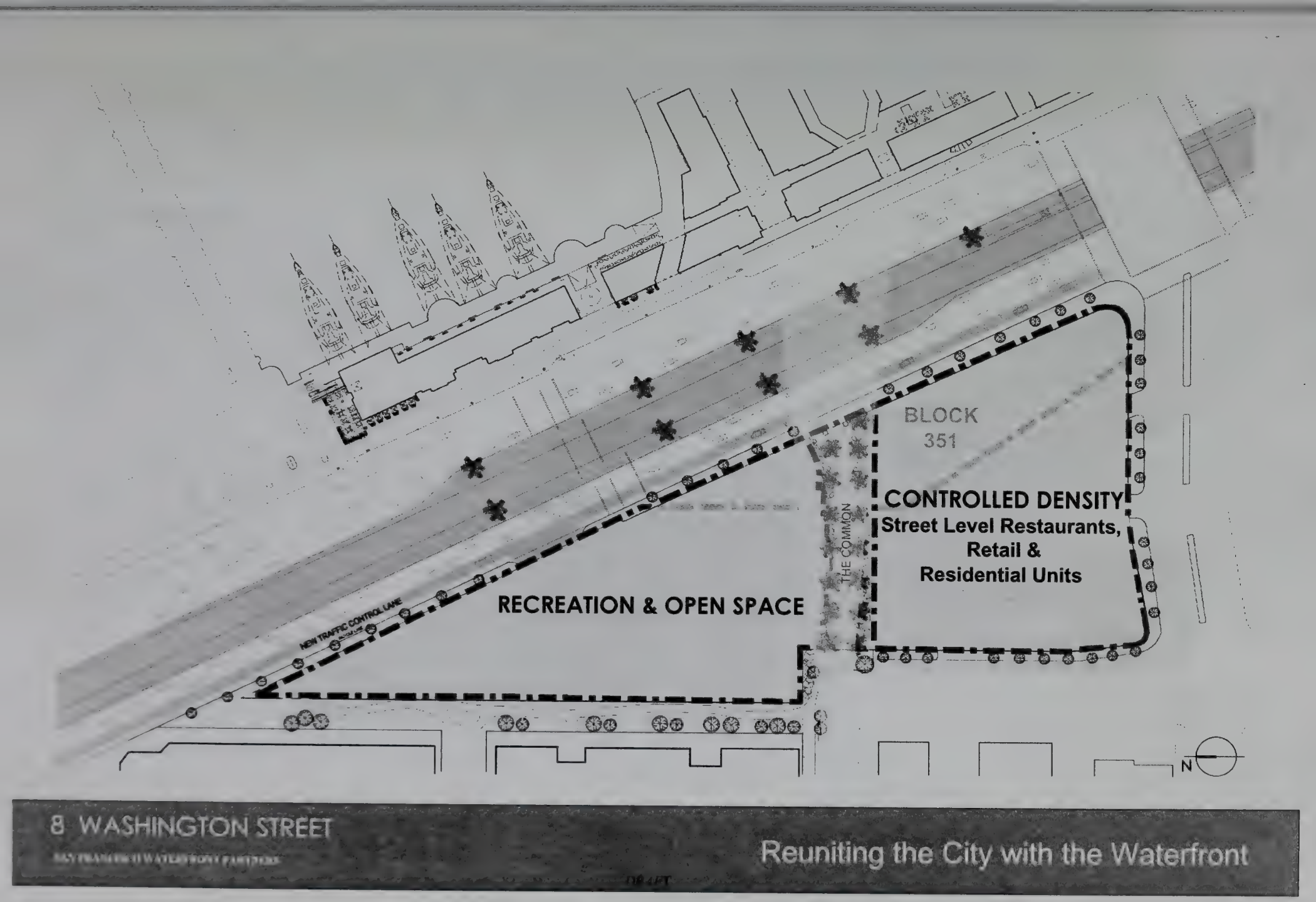
- Residential Units with 1:1 Residential Parking
- Affordable Housing Units
- An Underground Public Garage
- Public Access Reconnecting Jackson Street to the Waterfront
- Street Level Restaurants, Cafes and Health Club
- Permanent home for the GG Tennis & Swim Club
- Improved Environment for Pedestrians, Bicyclists and Public Transit
- Meets & Exceeds the Goals of the Waterfront Land Use Plan of 1997:
  *"Explore the possibility of obtaining economic value from Seawall Lot 351 by combining it with the adjacent Golden Gateway residential site to provide expanded opportunities for mixed residential and commercial development."*

# 8 WASHINGTON STREET

Port Goal – Combined Site

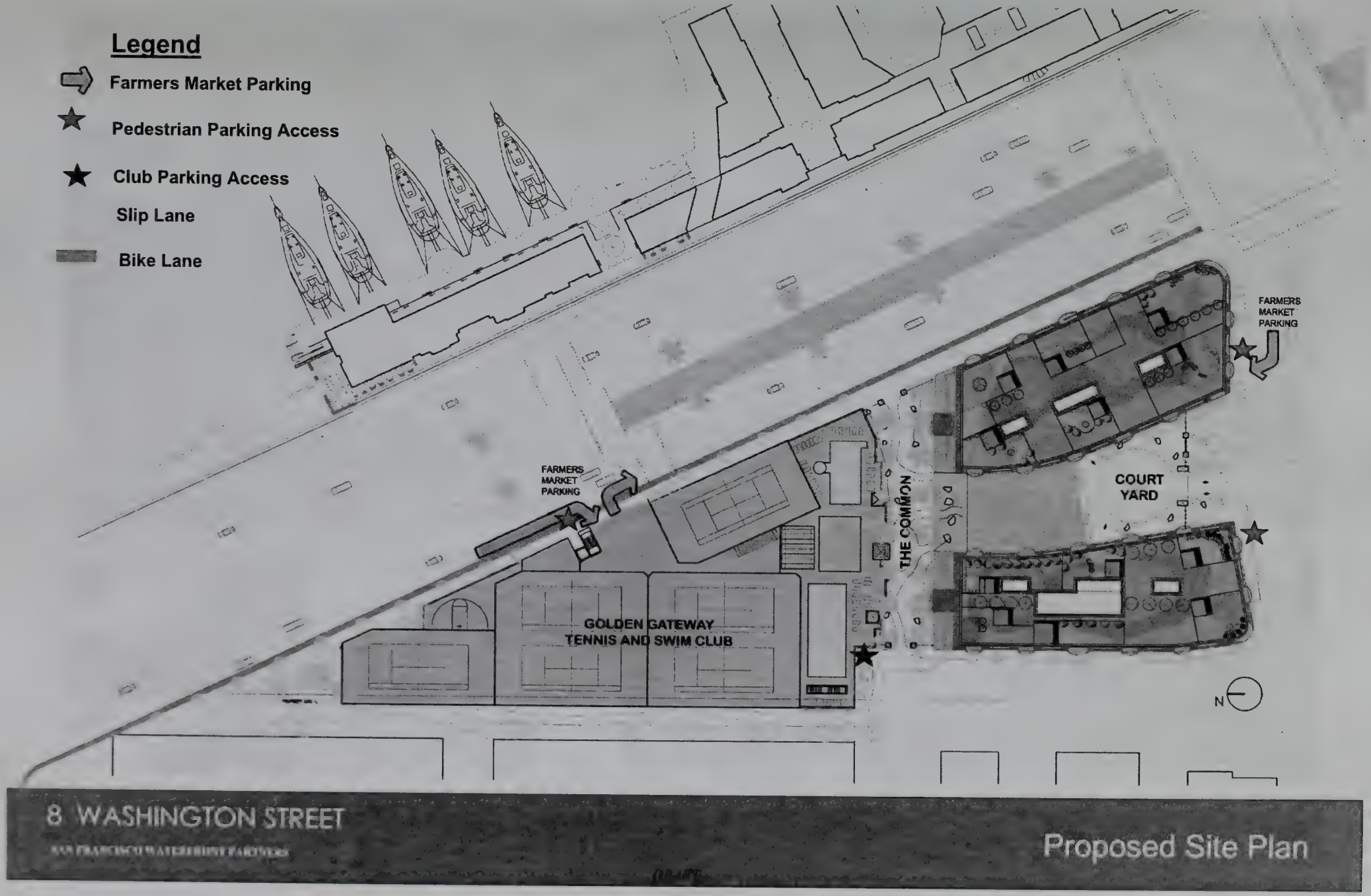
# EXISTING/TEMPORARY FERRY BUILDING PARKING






8 WASHINGTON STREET

Reuniting the City with the Waterfront


Legend
Farmers Market Parking
Pedestrian Parking Access
Club Parking Access
Slip Lane
Bike Lane
FARMERS MARKET PARKING
FARMERS MARKET PARKING
COURT YARD
THE COMMON
GOLDEN GATEWAY TENNIS AND SWIM CLUB
N
8 WASHINGTON STREET
Proposed Site Plan

8 WASHINGTON STREET

SAN FRANCISCO WATERFRONT PARTNERS

Embarcadero View

8 WASHINGTON STREET

Embarcadero - Jackson Street View

8 WASHINGTON STREET

SAN FRANCISCO WATERFRONT PARTNERS

Jackson Street - Existing

8 WASHINGTON STREET

SAN FRANCISCO WATERFRONT PARTNERS

Jackson Street - Proposed

8 WASHINGTON STREET

SAN FRANCISCO WATERFRONT PARTNERS

Embarcadero View - Existing

8 WASHINGTON STREET

SAN FRANCISCO WATERFRONT PARTNERS

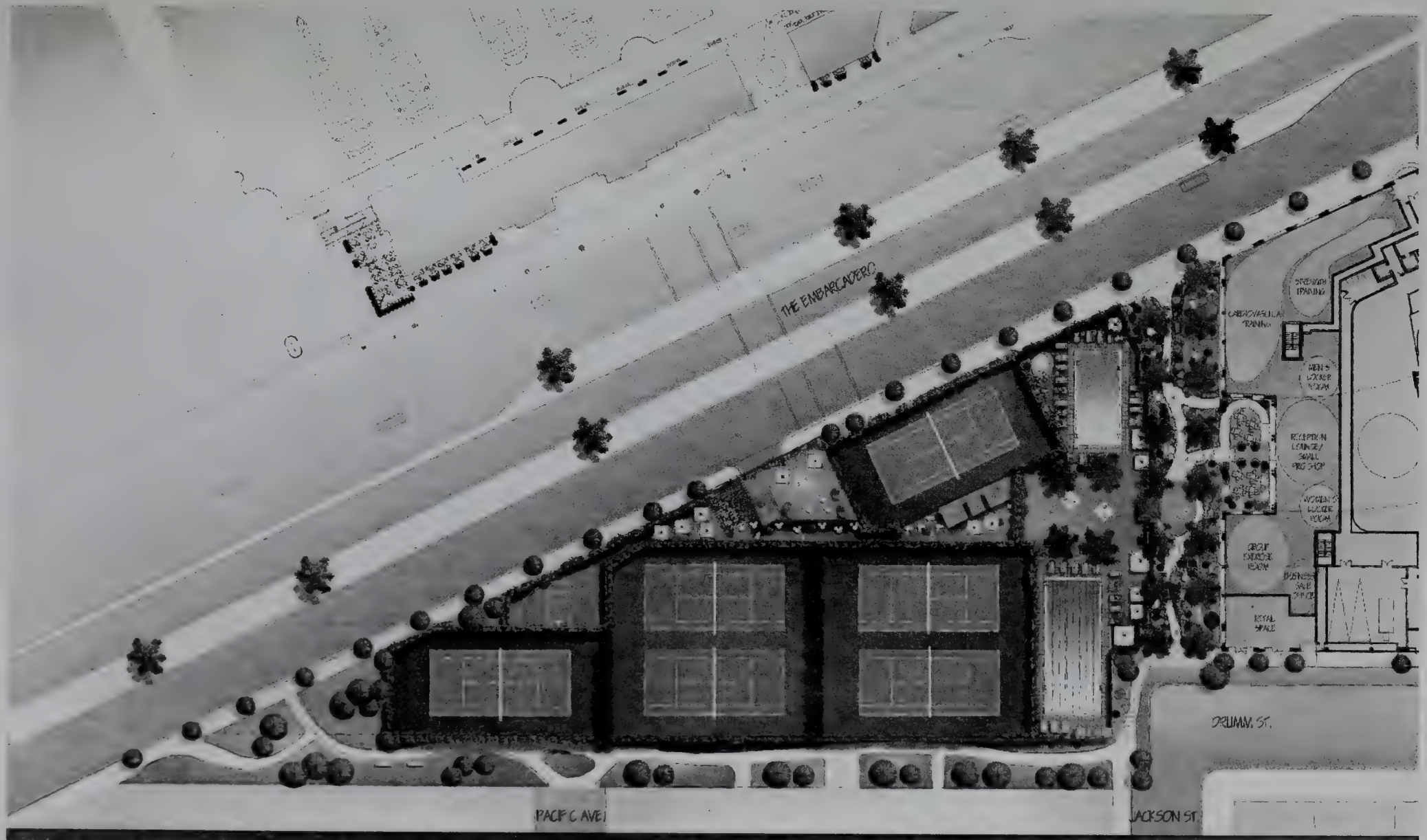
Brasserie along Embarcadero - Proposed

8 WASHINGTON STREET
SAN FRANCISCO WATERFRONT PARTNERS
Existing Site

8 WASHINGTON STREET

SAN FRANCISCO WATERFRONT PARTNERS

Proposed Site Plan




# 8 WASHINGTON STREET

SAN FRANCISCO WATERFRONT PARTNERS

## Golden Gateway Tennis & Swim Club - Proposed

8 WASHINGTON STREET

SAN FRANCISCO WATERFRONT PARTNERS

Telegraph Hill View

# RECONNECTING THE CITY WITH ITS WATERFRONT

SAN FRANCISCO
WATERFRONT
PARTNERS, LLC

# ALTERNATIVE
# WITHOUT SEAWALL LOT 351

WASHINGTON ST.
DRUMM ST.
JACKSON ST.
THE EMBARCADERO
SWL 351
STORY

PORT OF SAN FRANCISCO

# MEMORANDUM

December 7, 2007

**TO:** MEMBERS, PORT COMMISSION
Hon. Ann Lazarus, President
Hon. Kimberly Brandon, Vice President
Hon. Rodney Fong
Hon. Michael Hardeman
Hon. Stephanie Shakofsky

**FROM:** Monique A. Moyer
Executive Director

**SUBJECT:** Request approval of Memorandum of Understanding No. M-14290 between the Port and the Department of Elections, for approximately 86,954 square feet of Pier 48, Shed B for a term of 36 Months with a one-year option, commencing January 1, 2008.

**DIRECTOR'S RECOMMENDATION**: APPROVE RESOLUTION

## Background

The San Francisco Department of Elections ("DOE") is responsible for conducting all federal, state and local elections in the City and County of San Francisco. Serving a registered voter base of more than 450,000 citizens, the DOE manages approximately 560 polling places and more than 3,000 temporary poll-workers during each election.

Pending approval from the Board of Supervisors, the DOE intends to enter into a $12.66 million contract with Sequoia Voting Systems, Inc. ("Sequoia") to provide the City with new electronic voting machines. Concurrently, DOE has been seeking a large warehouse facility in order to consolidate its operations in one location. DOE has requested the use Pier 48, Shed B, to be subleased to Sequoia for use as their central storage, maintenance and distribution center for the City's voting machines and support operations.

The Port and DOE have negotiated a maximum four year MOU for approximately 86,954 square feet of shed space located at Pier 48, Shed B. Assuming Board of Supervisors approval of Sequoias' contract, DOE is proposing to enter into this MOU with the Port and then in-turn sublease, under the same terms and conditions, the premises to its third party vendor, which in this case would be Sequoia. The Executive Director would be authorized to consent to the sublease on behalf of the Port.

**This Print Covers Calendar Item No. 12A**

This Proposed MOU will generate approximately $803,454.96 of new annual revenue to the Port in the first year.

**Proposed Terms for Memorandum of Understanding No. M-14290**

Tenant: Department of Elections, an agency of the City and County of San Francisco.

Premises: The premises shall be comprised of approximately 86,954 square feet of shed space, located at Pier 48, Shed B.

Term: The Term of the MOU shall be for three (3) years, commencing on January 1, 2008 and terminating on December 31, 2011. DOE shall have the right to a one (1) year option terminating on December 31, 2012 ("Expiration Date").

Monthly Base Rent: DOE shall pay monthly rent to the Port as follows:

| Year | Rent | Rate per sq.ft. |
|---|---|---|
| One | $66,954.58 | $0.77 |
| Two | $68,963.22 | $0.79 |
| Three | $71,032.12 | $0.82 |
| Option | $73,163.09 | $0.84 |

Extension Period Rent: Should DOE hold over or extend the Term beyond the option period as specified above, Rent shall be $87,294.68 per month, if DOE holds over for more than one year, rent shall be increased by 3% and then by three percent (3%) every six months.

Security Deposit: $174,589.36

Tenant Improvements: Port recognizes that DOE may construct certain tenant improvements in the amount of approximately $542,000.00 that include the construction of administrative offices. All tenant improvements are subject to prior written approval from the Port including the issuance of a Port Building Permit and any other necessary regulatory approvals. These will be no rent credits for tenant improvements.

Permitted Use: The premises shall be used only for the following purposes and for no other use: (i) administrative office, secure storage, programming, electrical charging, maintenance and repair of City voting machines and related maintenance and operating requirement; (ii) vehicular access for delivery, distribution retrieval and returning of City voting machines, and voting materials and records; (iii) storage of City voting materials and storage of archival voting records and materials; (iv) training

exercises for City poll workers and supervisors; and (v) vehicle storage and parking is limited solely to the interior portion of Shed B.

Maintenance and Repair:

DOE will be strictly responsible for the security of the Premises and maintenance of the Premises and all utilities thereon in good and serviceable order and repair. DOE agrees not to make or authorize any Improvements or Alterations to the Premises without the prior written consent of Port, which consent shall not be unreasonably delayed, withheld or denied. DOE will pay, or cause to be paid, for all utility services provided to the Premises, including but not limited to electricity, water, sewer, gas and telephone, and will provide any scavenger service necessitated by its use of the Premises. At the expiration or sooner termination of this MOU, DOE shall surrender the Premises clean and free of any Hazardous Materials or other materials introduced and stored on the Premises by DOE or its subtenants and shall repair any damage to the Premises occasioned by DOE's use, excluding ordinary wear and tear.

At no cost to Port, DOE shall cause the Premises to be completely and physically segregated and secured from the balance of the Pier 48 Facility. As a part of such premises segregation, DOE, in conformance with Section 14.d (Alterations and Improvements) of the MOU, shall construct chain link wire fence cages around the electrical transformers in those areas shown hatched on Exhibit A of this staff report, and marked Electrical Transformer Area and shall install new man-door access doors in the roll-up doors serving the cages all as shown on Exhibit B to this staff report.

At no cost to Port, DOE shall segregate the electrical, water (but not sanitary sewer) and natural gas (if any) utilities serving the Premises from the electrical, water and natural gas (if any) utilities serving the balance of the Pier 48 facility.

DOE's maintenance obligations notwithstanding, Port shall maintain the roof and roof structure and the exterior walls of the Premises (but not the doors, roll-up doors or glazing) in a watertight condition.

DOE shall be obligated, at its sole cost and expense, to repair and maintain in good operating condition all utilities located within the Premises and all utilities installed by DOE (whether within or outside the Premises) except the sanitary sewer below the slab. If DOE requests Port or City to perform such maintenance or repair, whether emergency or routine, Port may, in its sole discretion, elect to do so, and Port shall charge DOE for the cost of the work performed at the then prevailing standard rates, and DOE agrees to

pay said charges to Port promptly upon billing. DOE shall pay for repair of utilities located outside the Premises (regardless of who installed the same) which are damaged by or adversely affected by DOE's use of such utility and shall be responsible for all damages, liabilities and claims arising therefrom. The parties agree that any and all utility improvements shall become part of the realty and are not trade fixtures.

BCDC Permit: Port shall cooperate with DOE in obtaining any necessary BCDC permits and approvals, including, if necessary, joining with DOE as a co-applicant, provided that DOE pay all fees and satisfy all conditions incurred in the BCDC process.

In addition, the MOU will include current standard lease provisions relating to use of security deposits, payment of rent, tenant defaults, updated insurance requirements, and hazardous materials, among others, and DOE will be required to pass on such requirements to any subtenant.

**RECOMMENDATION**

Port staff recommends approval of MOU No. M-14290 between the Port and the Department of Elections for premises located at Pier 48, Shed B.

Prepared by: Jeffrey A. Bauer, Senior Leasing Manager
For: Susan Reynolds, Deputy Director of Real Estate

**PORT COMMISSION**
**CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. 07-90**

WHEREAS, Charter Section B3.581 empowers the Port Commission with the authority and duty to use, conduct, operate, maintain, manage, regulate and control the lands within Port jurisdiction; and

WHEREAS, The Department of Elections is responsible for the oversight of the public election process for the City and County of San Francisco including the safe storage, distribution and operation of election machines and equipment; and

WHEREAS, The Department of Elections has requested the use of approximately 86,954 square feet of shed space located at Pier 48, Shed B; and

WHEREAS, The Port and the Department of Elections have negotiated a maximum four-year Memorandum of Understanding for approximately 86,954 square feet of shed space located at Pier 48, Shed B to facilitate the Department of Elections' current space needs; and now therefore, be it

RESOLVED, that the Port Commission hereby approves Memorandum of Understanding No. M-14290 with the Department of Elections for premises located at Pier 48, Shed B, and such other terms as are described in the staff report and are on file with the Commission secretary; and be it further

RESOLVED, that the Executive Director or her designee is hereby authorized to consent to any sublease of the premises to DOE's selected subtenant and to execute all other appropriate documentation as she deems necessary or appropriate to implement this Resolution in a form approved by the City Attorney's office, such determination to be conclusively evidenced by the execution and delivery by the Executive Director, or her designee of any such document.

***I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of December 11, 2007.***

_____
Secretary

PORT OF SAN FRANCISCO

**MEMORANDUM**

December 6, 2007

**TO:** MEMBERS, PORT COMMISSION
Hon. Ann Lazarus, President
Hon. Kimberly Brandon, Vice President
Hon. Rodney Fong
Hon. Michael Hardeman
Hon. Stephanie Shakofsky

**FROM:** Monique A. Moyer
Executive Director

**SUBJECT:** Informational Presentation Regarding the Recent Discovery of Subsurface Petroleum Contamination at Pier 90

**DIRECTOR'S RECOMMENDATION**: Information Item Only – No Action Required

## INTRODUCTION

The purpose of this presentation is to apprise the Port Commission of the recent discovery of subsurface petroleum contamination at Pier 90. Port staff intends to provide formal notification of this condition to state regulators in coming weeks, and will take appropriate actions to ensure that the State requires responsible parties to investigate and cleanup the site.

## BACKGROUND

In May 2007 contractors working on construction of the southern approach to the Illinois Street Bridge encountered an abandoned fuel pipeline near the intersection of Cargo Way and Amador Street. Port staff immediately notified Pacific Gas and Electric Company (PG&E) staff, who performed subsequent investigations which determined that the pipeline had historically provided fuel delivered via barge at Islais Creek to the PG&E Hunters Point Power Plant, located approximately half a mile south. PG&E staff agreed to remove the pipeline as part of its larger effort to demolish the power plant. A workplan for pipeline removal was developed by PG&E in June 2007 with oversight by the San Francisco Department of Public Health Bureau of Environmental Health Management (SFDPH). See attached Figure 1 for a site plan showing the location of the abandoned pipeline.

**This Print Covers Calendar Item No. 12B**

In September 2007 PG&E's contractor encountered petroleum in the pipeline excavation trench between Amador Street and Islais Creek. During a site meeting on September 27, 2007 between SFDPH, Port and PG&E staff, petroleum was observed seeping from the excavation sidewalls into groundwater collected in the bottom of the trench. Soil staining was observed in a one to two foot layer located immediately above groundwater. SFDPH directed that sampling be performed prior to backfilling the trench. After the meeting Port staff provided verbal notification to the Regional Water Quality Control Board (RWQCB) of potential groundwater impacts.

Sampling was performed on October 16, 2007. Results indicate petroleum at concentrations exceeding California regulatory thresholds for groundwater impacts. Fingerprinting of the samples revealed the presence of degraded hydrocarbons in the diesel and bunker fuel range (the spill is very old). Concurrent review of site history reports revealed that Mobil and General Petroleum operated a petroleum tank farm during the 1950s and 1960s in the area where contamination was discovered. Based on the results of fingerprinting, it appears very likely that the contamination is associated with the tank farm operation.

**Regulatory Framework**

The California Water Code regulates discharges to waters of the state, including subsurface impacts to groundwater. Subject to Section 13272 of the California Water Code, any person who causes or permits petroleum products to be discharged to waters of the state must provide immediate notification ("Report of Waste Discharge") to the appropriate Regional Water Quality Control Board ("RWQCB"). Though not responsible for the actual release, Port staff provided informal notification to the RWQCB in September 2007. A letter report providing results from the October 2007 sampling event will be sent to the RWQCB and SFDPH later this month.

Section 13304 of the Water Code requires a person that has discharged materials to waters of the state in a manner that creates pollution or nuisance shall, upon order by the RWQCB, clean up the waste or abate the effects of the waste. In the case of contamination recently discovered at Pier 90, Exxon/Mobil, General Petroleum, and possibly PG&E would be considered potentially responsible parties for investigation and cleanup of the site. As property owner, the Port will be considered a secondarily responsible party.

## SUMMARY/CONCLUSIONS

The Port must ensure local community members that public and environmental health will be protected. The Port must also shield itself from liability and cost that is more properly borne by the petroleum companies that were historically active at the site. To that end, staff intends to take the following immediate actions:

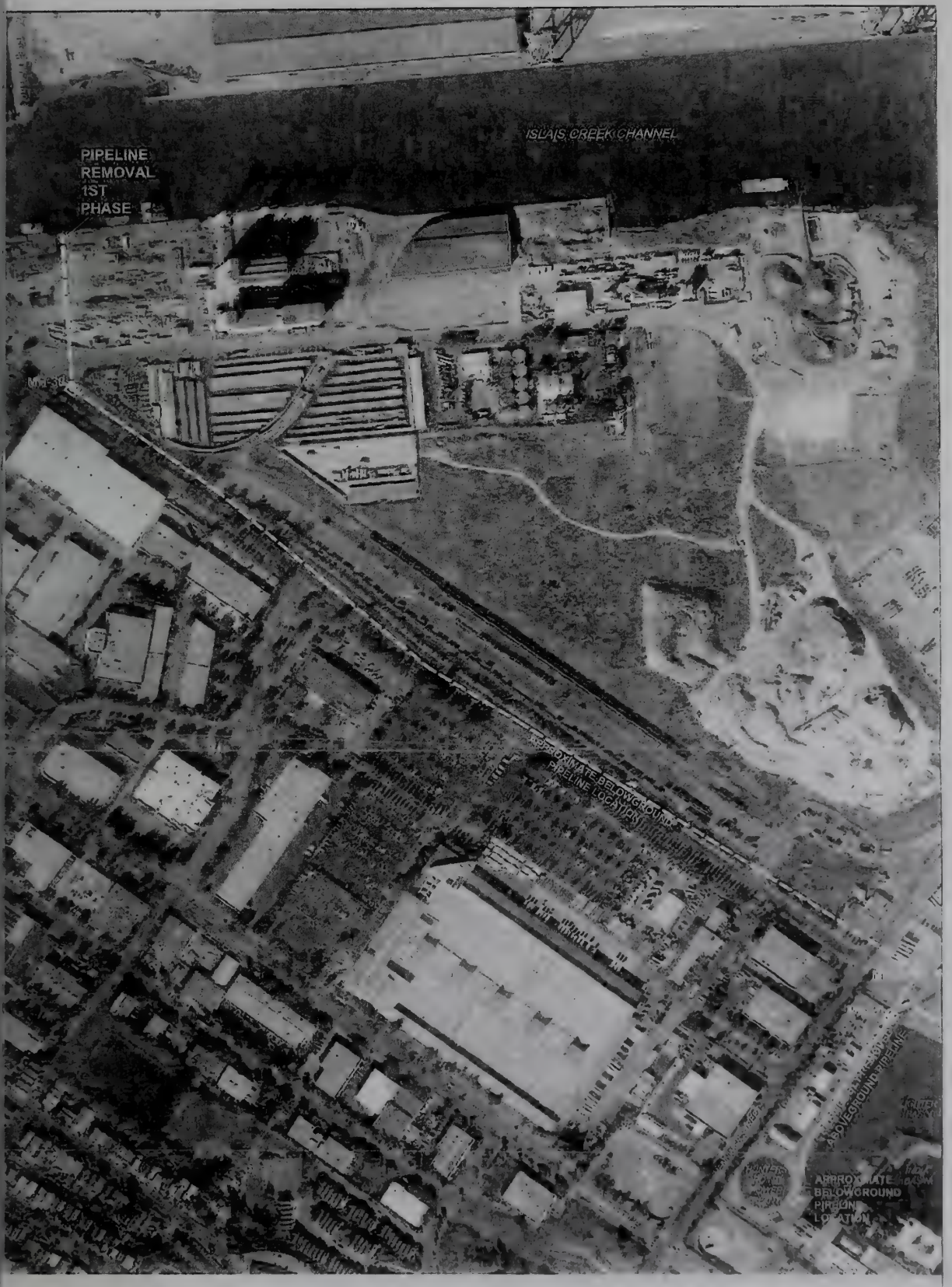
1) Port staff will perform a detailed site history to confirm Exxon/Mobil and General Petroleum's operations at the site.

2) Port staff will perform a geophysical survey to determine whether tanks, pipelines, or other subsurface features associated with the historic tank farm operation are still present at the site.
3) Port staff will perform potholing between the footprint of the historic tank farm and Islais Creek to determine whether petroleum has migrated in a manner that could potentially impact surface waters.
4) Port staff will request a meeting with RWQCB within the next month to discuss the appropriate regulatory framework for bringing Exxon/Mobil and other responsible parties on to the site to perform environmental investigation and cleanup.
5) Port staff will provide an informational presentation on this topic at the next meeting of the Southern Waterfront Advisory Committee.

Staff will return to the Commission early next year to provide an update on discussions with Exxon/Mobil and the RWQCB.

Prepared by: John Mundy, Utility Specialist

For: Monique Moyer, Executive Director




**LEGEND**

MH-30 ⊡ APPROXIMATE MANHOLE LOCATION (NOT SURVEYED)

*NOTE: Several manholes are currently covered and will be located and surveyed at a future date.*

N

APPROXIMATE SCALE (FEET)

0 300 600

**AERIAL VIEW OF SITE**

Hunters Point Power Plant
to Pier 90 Fuel Oil Pipeline
San Francisco, California

TRC

**FIGURE 2**

# SAN FRANCISCO
# PORT COMMISSION

## DECEMBER 11, 2007
## MINUTES OF THE MEETING

11/07

### MEMBERS, PORT COMMISSION

HON. ANN LAZARUS, PRESIDENT
HON. KIMBERLY BRANDON, VICE PRESIDENT
HON. RODNEY FONG
HON. MICHAEL HARDEMAN
HON. STEPHANIE SHAKOFSKY

**MONIQUE MOYER, EXECUTIVE DIRECTOR**
**AMY QUESADA, COMMISSION SECRETARY**

# CITY & COUNTY OF SAN FRANCISCO
# PORT COMMISSION

## MINUTES OF THE MEETING
## DECEMBER 11, 2007

**1. CALL TO ORDER / ROLL CALL**

Commission President Ann Lazarus called the meeting to order at 1:32 p.m. The following Commissioners were present: Ann Lazarus, Kimberly Brandon, Rodney Fong, Michael Hardeman and Stephanie Shakofsky.

**2. ANNOUNCEMENT OF PROHIBITION OF SOUND PRODUCING DEVICES DURING THE MEETING**

Commissioner Lazarus deferred the announcement until the Commission reconvenes in open session.

**3. APPROVAL OF MINUTES** - November 13, 2007

ACTION: Commissioner Brandon moved approval; Commissioner Hardeman seconded the motion. All of the Commissioners were in favor; the minutes of the November 13, 2007 meeting were adopted.

**4. PUBLIC COMMENT ON EXECUTIVE SESSION**

**5. EXECUTIVE SESSION**

A. Vote on whether to hold closed session to confer with Legal Counsel and Real Property Negotiator.

ACTION: Commissioner Brandon moved approval; Commissioner Hardeman seconded the motion. All of the Commissioners were in favor.

At 1:34 p.m., the Port Commission withdrew to executive session to discuss the following:

(1) CONFERENCE WITH REAL PROPERTY NEGOTIATOR – This is specifically authorized under California Government Code Section 54956.8.
***This session is closed to any non-City/Port representative.****

a. Property: Agriculture Building, 101 The Embarcadero, Suites 119, 120, 121, 122 and 116A and the Mezzanine
Person Negotiating: Port: Susan Reynolds, Deputy Director, Real Estate
*United Video, Inc.: Terry Forgette

b. Property: Pier 9

Person Negotiating: Port: Peter Dailey, Deputy Director, Maritime
*Bar Pilots: Captain Peter McIsaac

c. Property: Piers 15/17
Person Negotiating: Port: Byron Rhett, Deputy Director, Planning & Development
*Exploratorium: Dennis Bartels

**6. RECONVENE IN OPEN SESSION**

At 3:20 p.m., the Commission withdrew from executive session and reconvened in open session.

Since we have a large turnout today and a number of items on the agenda, Commissioner Fong moved approval to reduce public comment period from 3 minutes to 2 minutes. Commissioner Hardeman seconded the motion. All of the Commissioners were in favor.

Jack Bair, San Francisco Giants, indicated that there is a substantive item on the agenda today that has huge implications for their organization and limiting their comments to two minutes would be problematic from his perspective.

Commissioner Fong asked if it's possible to have public comment to two minutes but presentation longer than two minutes. Ms. Moyer replied that we are not planning to have a presentation by the Giants, just staff as well as the 8 Washington Project.

Mr. Simon Snellgrove, San Francisco Waterfront Partners, indicated that they are making a presentation on the 8 Washington project.

Commissioner Fong rescinded his motion to limit public comment to two minutes.

ACTION: Commissioner Brandon moved approval to adjourn executive session and reconvene in open session; Commissioner Hardeman seconded the motion. All of the Commissioners were in favor.

ACTION: Commissioner Brandon moved approval to not disclose any information discussed in executive session; Commissioner Hardeman seconded the motion. All of the Commissioners were in favor.

Commissioner Lazarus announced that the ringing of and use of cell phones, pagers, and similar sound-producing electronic devices are prohibited at this meeting. The Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic device.

**7. EXECUTIVE**

A. Executive Director's Report: Executive Director Monique Moyer reported the following:

- Pier 1½ Water Taxi Landing & Public Dock Ribbon Cutting - December 13, 2007 at 11 a.m.: San Francisco Waterfront Partners, LLC, will be holding the Grand Opening and Ribbon Cutting Reception for the Pier 1½ Water Taxi Landing and Public Dock on Thursday, December 13, 2007 at 11:00 a.m. at Pier 1 ½ Waterside. Board of Supervisors President Aaron Peskin, Port Commission President Ann Lazarus, BCDC Brad McCrea, Paul Nixon representing Bay Access and SF Waterfront Partners Simon Snellgrove will be speaking at the event. This landing has proved to be very significant for the Port. It was in the middle of being installed on the day of the oil spill. The contractors who worked for SFWP kept to their post and continued to lay down those docks. Two days later, those docks were being used as part of the oil spill. It was a fortuitous timing on behalf of SFWP. The Port is proud of their efforts in that regard. Most importantly, the Pier ½ water taxi landing is the first water taxi landing to be built on Port property.

- Emerald Bowl at AT&T Park - December 28, 2007 at 5:30 p.m. It has been six years since the Emerald Bowl has played at AT&T Park. The year's game will be held on December 28 at 5:30 p.m. It's a key time – nationwide coverage by ESPN. As you may recall, the Emerald Bowl is represented by players from the Pac 10 and Atlantic Coast conference. This year the teams will be the Oregon State Beavers which placed third on the Pac 10 and the Maryland Terrapins which rank 5th in the Atlantic Coast Conference. The Emerald Bowl is a lone ball game to match Pac10 and Atlantic Coast teams. It's a big coup for the Emerald Bowl as well as the hospitality of the Giants.

- New Year's Eve Celebration at Embarcadero: The New Year's Eve celebration will be held on the waterfront at 12 a.m. on January 1st, Fireworks will go off outside of Pier 14 by barge. They are being hosted by the San Francisco Convention and Visitors Bureau. Pyro Spectaculars will be setting off the fireworks. They will load up at Westar located at Pier 50). The city's event is the only event happening on the Embarcadero. The Hyatt Regency is not holding their annual New Year's Eve party.

- Supervisor Gerardo Sandoval's Legislation Urging the Port of San Francisco to prohibit any vessel that uses heavy bunker oil from docking on Port property Supervisor Sandoval introduced a legislation a couple of weeks ago following the oil spill event to prohibit ships operating on heavy bunker fuel from calling at the Port of San Francisco and to urge other ports around the bay to take the same measures. His legislation was amended last week in committee to not create a competitive disadvantage for the Port of San Francisco and instead it urges the U.S. Senate to immediately ratify something known as Annex of the International Convention for the Prevention of Pollution form Ships. Ships calling in the U.S. would not be allowed to use heavy bunker fuel going forward. That legislation has been pending for quite some time. The Board of Supervisors will be hearing the resolution this afternoon and will be urging Congress to act accordingly and for the State and the State Association to consider taking the same postures.

- There is a pending federal cruise rule making by the Department of Homeland Security for Customs and Border Protection. The Passenger Services Act dates back to the 1800s which prohibits a foreign flag passenger vessel from calling

successively at U.S. ports and disembarking passengers. In other words, when you got on San Francisco you could not get off in L.A. and tour L.A., you must first go to a foreign port. That rule was tested a couple of years after it was enacted to determine if an itinerary is focused on foreign ports and it happens to call at several U.S. ports, as long as the passengers are not getting off at successive ports, it is not a violation of the Act. The Act was amended in 2003 to allow for NCL to change the flag of its ship and change its labor so that NCL has three ships that cruised in Hawaii. They have since moved at least one of those vessels to Europe. In the interim since 2003 the cruise lines have created itineraries that sail from primarily the Los Angeles/Long Beach area and/or the San Diego area to the Hawaiian Islands with a stop somewhere along the way in Ensenada, Mexico. MARAD perceives that is causing economic harm to the success of the NCL venture and is in violation of the Passenger Services Act. They propose to amend the rule in a way that would require that when a ship stops at a foreign port, it may stay there for 48 hours. When the itineraries are posted, if a ship is going to call in the U.S., then the foreign port calls have to be at least 50 percent of the total calls and passengers must be permitted to go ashore at the foreign ports. That is because the calls in Ensenada are for a brief times early in the morning and the passengers aren't going forward. The problem with that is it will affect other itineraries, most notably the San Francisco to Alaska itinerary. If that happens, we will probably lose 24 cruise calls, which represent almost 40% of our business and we could see the last of 153 ILWU jobs which would affect Locals 91, 34, 10 and 75. It could also affect 27 repositioning calls that come through San Francisco and it may have impact on ships which are dispatched to the ship repair yard at Pier 70 because if the vessels aren't cruising here, they obviously won't need to come through here for repair. We, the many ports of California, asked for a postponement of comments from the December 21 deadline which was denied. They will be taking comments on December 21 and they will make their rule changes. Port staff will be working closely with our representative associations CAPA and AAPA as well as the Mayor's Office to comment very strongly on this rule making.

- WDAC & BCDC Design Review Board Joint Meeting: On January 7, 2008, there will be a joint meeting of the Waterfront Design Advisory Committee and BCDC's Design Review Board to look at the Exploratorium project for Pier 15. The meeting will be held at Pier 1 at 6:30 p.m.

- Commendation for Senator Carole Migden: It is with great pleasure to commend Senator Carole Migden for some very valuable assistance that she has given us not just the past summer but in 2005 as well. She has assisted us with some very significant legislation that would allow us to do something called Infrastructure Financing District which we are the only port in the State to have that privilege. Most recently, she helped us with the seawall lot legislation. She introduced Eric Potasher, Senator Migden's Deputy Chief of Staff.

  Commissioner Lazarus indicated that the plaque acknowledges the work on SB815 but we wanted to go back and also recognized what was done on SB1085 which did allow for the Infrastructure Financing District. The Port has been taking very creative looks at ways to bring additional capital so we can revitalize our waterfront. One of the areas that we focus on is local, state and federal legislation that might

give us opportunities that we haven't had. We've had a very willing, not just partner but champion in Senator Migden in getting these two pieces of legislation passed. SB 1085 which allows to create the Infrastructure Financing District and we are hopeful that we might seek permission to establish one of those as soon as next year which will be exciting. SB 815 which did work to bring some of the undeveloped seawall lots out from underneath the public trust at least in some respects. We are now moving forward with SWL 337. We started a very lengthy and engaging public process to see what we might be able to do down there. The prospects of that has been enhanced because of SB 815. We wanted to take a public opportunity to thank the Senator and trust that Mr. Potashner will convey those regards. On behalf of the Commission, the Executive Director, and staff, we are very grateful for the leadership of these two very important pieces of legislation. We hope to see the fruits of those in years to come and look forward to working with you in future similar efforts. Please convey our thanks.

On behalf of Senator Migden, Eric Potashner thanked the Port for the thank you.

- Commendation for Richard Rovetti: Rich, property manager, who joined the Port in July 2002 is going to leave the Port after today's Commission meeting to join the team at Treasure Island. Rich has successfully worked through a myriad of tenant and Port issues that eclipsed his expectations of what the job required when he took the job. It certainly has met all of our standards for great public service. Rich has many admirers and friends along the waterfront. She has heard from many of our tenants of their disappointment that Rich is leaving. Rich will certainly be missed by all of us. She's sure that he will be warmly and desperately greeted by our friend, Director Miriam Saez at Treasure Island.

  Katharine Arrow, Senior Property Manager, indicated that she's had the pleasure of working with Rich Rovetti for a year. She thanked Rich for his years of dedicated entrepreneurial service to the Port's Real Estate Department and congratulated him on a great opportunity at Treasure Island. Our loss is going to be their gain.

  Elliott Riley, Senior Property Manager, indicated that he's had the pleasure of working with Rich since 2002. During the last five years, Rich has exhibited excellent property management skills and outstanding leasing skills truly considered to be an asset to the Port as evidenced not only by the 150+ complicated deals that he worked out in his tenure here. More importantly, he was able to come home two years in a row with second place in the Fisherman's Wharf Merchants Association Golf Tournament. We will miss that talent. He wished Rich all the best and congratulated him on his promotion. He will be missed.

  Susan Reynolds, Deputy Director, thanked Rich for his professionalism and his support in her first year at the Port which was a difficult steep learning curb. He was always there to help and give us his opinion and his expertise. She will miss him and she wished him well.

  Rich Rovetti, Property Manager, thanked Monique. It has been a privilege and an honor to work at the Port for the last 4 years and with the Commission for the last six. He thanked everyone and will miss everyone as well.

On behalf of the Commission, Commissioner Lazarus wished Mr. Rovetti luck and if he ever gets island fever, he will be welcome back.

- Commendation for Rear Admiral Frank X. Johnston, Western Region Director, Maritime Administration. This marks the end of a 30-year career in the maritime business which has seen incredible growth. Admiral Johnson is the western Region Director of the Maritime Administration. He spent 30 years in the maritime business especially in the areas of homeland security, Port operations, international and government relations, program management and strategic training. Admiral Johnston joined MARAD in 1990 and he has been the Western Region Director since 1993. He worked closely with the Port specifically, arranging labor for the ready reserved fleet. He is a member of the Northern California Area Maritime Security Committee since it was founded in 2002. He is a member of the Ferry Passenger Advisory Committee. He is a strong supporter of Fleet Week and the SS Jeremiah O'Brien Liberty Ship. He actively served in the Navy in the 1960s and the 1980s. He is a member of the Port's MCAC. He has been incredibly committed to any changes which augment or benefit the Port's ability to achieve its maritime mandate. That is indicative of the fact that Admiral Johnston is quite a visionary person because it takes a lot to embrace change and know that it is not only necessary but beneficial. He is a consummate gentleman and he and his wife, Marie, support the Port at every opportunity. They've attended countless meetings, luncheons, dinners, soirees and they always have a kind word for everyone. She, for one, will miss him at those events and still hopes to see him there.

  On behalf of the Commission, Commissioner Lazarus thanked Admiral Johnston for all his contributions to the Port. As always when we have somebody of his reputation and knowledge, we hope that he will continue to participate in whatever capacity.

  Admiral Johnston indicated that he is very honored by the Port's accolades. It's been a real privilege to be associated with the Port of San Francisco since he was appointed in 1993. The Port could not have been a better landlord to the maritime administration. Through the years, they have juggled ships around the waterfront. The port and its staff have always been there to help MARAD in any requests they had. They've made his life a lot easier. He thanked Monique Moyer, Peter Dailey, Mike Nerney, Nick Larocco, Denise Turner, John Davey and Renee Dunn for all their help. He couldn't have done it without their help.

  Jim Wiltshire, Port's MCAC co-chair, shared what it takes to become an admiral in the maritime administration. There aren't many. There's only been a few. He was hired by a maritime admiral many years go. To date, other than the admirals that are involved with the seven maritime academies, Frank Johnston is the only other one with the title of Maritime Admiral in the Maritime Administration. That in itself speaks a lot for Frank in what he has accomplished through the years. He wished him the very best from his friends at MCAC. Their condolences to his dear wife Marie. She is now going to have him 24/7. He wished him well from his friends at MCAC and his other friends in the maritime industry.

- Benjamin Hannaberg and James Davis, Pillar Point Harbor fishermen lost at sea: Exactly one week ago, on the afternoon of Tuesday, December 4, 2007, San Leandro residents Ben Hannaberg, 58, and Jim Davis, 57, were lost at sea near Pillar Point Harbor, on the San Mateo Coast. They were returning to the harbor in their 25' fishing boat, *Good Guys*, after checking their crab pots. At the time they were lost, the seas were up to 18' and the winds were high. The search for them was called off after 24 hours, when some pieces of their boat were found, including the emergency beacon. Their names will be added to a plaque at the entrance to Pillar Point Harbor with the names of 16 fishermen who have lost their lives at sea. The plaque reads: "The sea may own their wind burned flesh / but their souls belong to God."

- Edward Hall, worker killed at the Port of Oakland: On December 3, 2007, Ed Hall was killed at the Oakland docks. He was a friend of Mike Nerney.

  Michael Nerney indicated that he and Ed worked together at the same company in the late 1990s at Inchcape Shipping Services. He was the manager of the department and he interviewed and hired Ed in the late 90s. Ed was born in Portland in 1960 and he was 47 years of age at the time of his death. After high school in Portland, he served in the US Army. He came to know that Ed loved baseball. He was a bat boy for Portland's minor league team, the Mavericks, in the early 70s. Back when the ballpark was being built, he came to have two passes to the groundbreaking ceremony and when he looked around at the people in the office, Ed was the guy he asked to go with him. Ed is survived by his 18 year daughter, a freshman at USF and a 9 ½ year old son, his parents, two sisters and a brother in Portland. Ed worked for the last 15 years in the shipping agency business both in San Francisco and in Portland. Besides Inchcape Shipping, he also worked for Bar Will Agencies, George S. Bush and most recently, Hoyt Shepston, a tenant of the Port at Pier 29 Annex. Over the last few years when he was working with Hoyt Shepston, he would see him often at Pier 35 at 6 in the morning when they are waiting for a passenger ship to dock. Ed has a very good sense humor; he was quick with the jokes. He was a pleasant guy and very much liked all around the waterfront. He loved living in San Francisco. He spoke to his brother today, Ed is going to have a memorial service on Saturday in Portland at 1 p.m. at Skyline Memorial Gardens. Remembrances in his name can be made to the Salvation Army or the Project Homeless Connect in SF. His brother Mike asked him to let everybody know that it's been comforting to them that he was so well thought of and their sympathies are appreciated and very therapeutic to the family.

  Ms. Moyer indicated that the Port of San Francisco is still very much engaged in the maritime business and it's still a very difficult business. As pointed out, there are now 4 deaths in the industry in the last couple of months. We tend to sometimes romanticize maritime and the shipping boats look really cool docked at Fisherman's Wharf but she does not want us to forget what it takes to brave the waters here and how important that is.

  Commissioner Lazarus suggested adjourning the meeting in memory of the three gentlemen.

Francisco Da Costa, Director of Environmental Justice Advocacy, stated that the recent oil spill affected a lot of people. It also affected the thinking of a lot of environmentalist. He is very proud of the Port's director for doing the right thing and going beyond her duty to address the situation. He followed the situation throughout, having attended the hearing at the Presidio and kept his pulse with other agencies, having been trained in the department of defense and having work after the big one in 1989. What we learned from the spill is that we need to fine tune our standard operating procedures so that if we have another spill or some other catastrophe that we are on the ball and do the right thing. He thanked the Port Director for having done the right thing and going beyond the call of duty.

Ms. Moyer thanked Mr. Da Costa and his help meant a lot. She passed on the thanks to all the people who spent countless hours day and night during the oil spill.

**8. CONSENT**

A. Request approval of Third Amendment to Lease No. L-12606 with the California Foundation on the Environment and the Economy (CFEE) at the southwest end of Pier 35. (Resolution No. 07-89)

ACTION: Commissioner Hardeman moved approval; Commissioner Brandon seconded the motion. All of the Commissioners were in favor; Resolution No. 07-89 was adopted.

**9. ENGINEERING**

A. Request adoption of the 2008 Port Building Code. (Resolution No. 07-85)

John Aires, Senior Building Inspector, indicated that the Port engineering staff drafted a proposed 2008 Port Building Code which includes the 2008 Mechanical, Electrical and Plumbing Codes. On October 30, 2007, the proposed codes were posted on the Port's website and made available in the engineering division's building permit desk. Public notification was posted in the Examiner that they were available on the website. The 2008 Port Building Code incorporates the 2007 CA Building Code or the building standard codes which are effective on January 1, 2008. Our code includes amendments for the Port's local geological, climatic and typographical conditions. On November 13, 2007, the Commission and the public were informed of the proposed codes and were given directions on how to access them for review and comments. To date, there has been no public comments received and some minor revisions were made due to comments from staff, mostly administrative. He requested the Commission's authorization to adopt the 2008 Port Building Code which includes the mechanical, electrical and plumbing codes with an effective date of January 1, 2008. Upon adoption, the Port Building Permit group plans to file the adopted codes along with local findings with the California Standards Building Commission.

ACTION: Commissioner Hardeman moved approval; Commissioner Brandon seconded the motion. All of the Commissioners were in favor; Resolution No. 07-85 was adopted.

## 10. MARITIME

A. Request approval of Lease No. L-14399 between the Port and Crosslink, Inc., dba Westar Marine Services, for premises located at Pier 50, Shed C, and Pier 48½. (Resolution No. 07-86)

Michael Nerney, Maritime Marketing Manager, indicated that Westar is one of San Francisco's leading harbor services companies providing a wide range of services. They operate 17 tugboats, 10 water taxis and 19 barges. Their services include tug and barge service, water taxi transportation and marine construction support including the new Bay Bridge project. Westar has been a port tenant for over 30 years. Originally their operations were at Pier 46 and in 1997, due to the new ballpark construction, they moved to their current premises at Pier 50. In June 1997, Westar leased approximately 63,000 s.f. at Pier 50 Shed C. The premises leased for this lease are comprised of maritime office, shed and pier space which support Westar's maritime business operations. In addition since April 2000, Westar has leased 6700 square feet of apron at Pier 48 ½ on a month-to-month basis. The combined monthly rent for these premises is $14,200 or $170,500 per year. He pointed out that on page 1 on the third line from the bottom, the current annual rent should state "current monthly rent". Likewise, on the next page, on the second line, the current annual rent should be "monthly rent." The Port and Westar have negotiated a new 12 ½ year lease which consolidates the premises under the two existing leases and adds approximately 26,000 s.f. of pier space at Pier 50 to facilitate Westar's current space needs. The lease also includes provisions as set forth in the Port's environmental risk management policy which provides for financial assurance requirements for real property agreements. Westar is one of the bay area's leading maritime service providers which contribute to the Port's maritime public trust mission. Over the past ten years, Westar has been a tenant in good standing and has complied with all the terms and conditions of its leases with the Port. The key business terms in the new lease are as follows:

The premises shall comprise of approximately 89,271 s.f. of office, shed, pier and apron space. The term of the lease shall be for 12 ½ years commencing on January 1, 2008 and terminating on June 30, 2020. The monthly base rent is $28,748.60 or $344,983.20 annually. This base rent is subject to annual CPI adjustment. In addition to the standard security deposit which is two months rent, Westar is also making an environmental oversight deposit of $10,000 and an environmental performance deposit of $125,000. The permitted uses are described in the staff report and must be conducted in accordance with Westar's operations plan. The maintenance and repair of the premises is the tenant's responsibility according to the agreement. In the event that the repair and maintenance to the pier substructure is necessary, then either the Port or tenant may elect to repair the pier substructure. The Port is currently replacing the fendering system at Pier 50 under obligations from the prior lease. Once this is accomplished, going forward, Westar will have responsibility for maintenance of the fender piles and the Port will have no further obligation. The new lease includes all City requirements and standard lease provisions now in effect. Mr. Nerney recognized some of his Port colleagues in putting this agreement with Westar: Mark Lozovoy, Assistant Deputy Director of Real Estate, Rich Berman, Environmental Manager of Real Estate and Rona Sandler, Deputy City Attorney, and Rich Smith, general manager of Westar Marine. He represented his

side of the agreement and we worked on this project for quite a few months. They came up with a good and fair solution and agreement.

ACTION: Commissioner Brandon moved approval; Commissioner Hardeman seconded the motion. All of the Commissioners were in favor; Resolution No. 07-86 was adopted.

B. Request approval of First Amendment to Berthing Agreement and Lease No. L-13533 with California Sealift Terminals (CST), Inc. for premises located at Pier 50 and 96. (Resolution No. 07-87)

Peter Dailey, Deputy Director of Maritime, wished the Commission happy holidays and Happy New Year. The Maritime Administration operates and maintains a fleet of cargo ships for use by the Dept. of Defense in the event that a sealift of military equipment is required for national security. The Port has partnered with CA Sealift Terminals. In 2003, in conjunction with CST, we responded with MARAD solicitation to provide layberthing for four ships: 3 at Pier 50 and 1 at Pier 96. The Commission approved the lease and berthing agreement in late 2003. As a condition of being awarded the MARAD contract, CST was required to make capital improvements including electrical, water, sewer, fendering and dredging so the ships would be able to berth at the facilities. Upon being awarded of the contract, CST had only 120 days to make all necessary improvements to the berths or the MARAD contract would be voided. Due to the competitive nature of the solicitation, the short time frame necessary to make improvements, CST was unable to obtain exact construction cost for the required electrical shoreside power upgrades at Pier 96 prior to the bid submission. CST and the Port's electrical engineering personnel met prior to CST's submittal of its bid on several occasions with both PG&E and Hetch Hetchy Power to determine the estimated cost for the construction of shoreside power systems at Pier 96. CST estimated that the electrical costs would be approximately $200,000. The estimate was reviewed by the Port's engineering staff based upon the scale and scope of the proposed upgrades and was deemed to be fair estimate of the capital outlays to make the required improvements. However, both the Port staff and CST understood that there was an unknown element to the Pier 96 electrical upgrade construction costs and were concerned about possible additional expenses. Additionally, the Port sent a letter to CST on September 17, 2008 stating that if costs for the electrical upgrades at Pier 96 exceeded the $200,000 budgeted by CST, then the Port would contemplate amending the lease.

Once construction begun for the electrical upgrades at Pier 96, CST encountered significant unexpected expenses that exceeded the initial $200,000 budget. The additional costs were a result of more extensive excavation that necessitated higher equipment costs including upgraded pipes, manholes, and pull boxes and other construction related activities. The documented costs for the electrical upgrades at Pier 96 were $457,551 or $257,551 greater than the estimated costs. Port staff reviewed these costs and all associated documentation and agrees that they were reasonable and necessary to complete the project. In light of prior discussions between Port staff and CST , Port staff recommends a rent credit to CST in an amount not to exceed a cumulative maximum amount of $100,000 against future berthing fees owed to Port to offset CST's unforeseen additional expenses for electrical upgrades. These upgrades will

become useful to the Port if and when CST and MARAD lay the berths as we retain all the electrical upgrades at all of our facilities going forward. The lease also includes all new and applicable City and Port requirements. The current agreement with CST has another year. We are been doing business with CST and MARAD since 1998. We anticipate future solicitation will be coming down the road and we will continue doing business with them.

ACTION: Commissioner Brandon moved approval; Commissioner Hardeman seconded the motion. All of the Commissioners were in favor; Resolution No. 07-87 was adopted.

C. Request authorization to enter into a grant agreement with the Bay Area Air Quality Management District, as a co-applicant with Princess Cruises, for $1,900,000 in grant funding for construction of shoreside power at Pier 27. (Resolution No. 07-88)

Jay Ach, Manager Regulatory & Environmental Affairs Manager, gave a brief overview of the shoreside power at Pier 27. The Port began talking about shoreside power for cruise ships in the CTEAC process. At the conclusion of that process in 2005, the Port Commission approved shoreside power at the then planned cruise terminal at Pier 30-32. It also encouraged Port staff with the Port Director's blessing to pursue shoreside power at our existing terminal at Pier 35. Subsequent to that, we worked with the Bay Area Air Quality Management District (BAAQMD) to secure grant funding and we were ultimately successful being awarded this past April a grant for $1.9 million to put in shoreside power at Pier 35. Once we started doing engineering work related, we realized that Pier 35 was not going to work. There were physical things that would impede the use of shoreside power as well as operational uses. With that, staff started exploring the idea of using Pier 27, which is being used as a back-up berth and is also under consideration for a future cruise terminal. Physically that worked quite well. There's an existing high voltage system that was installed for shoreside power for MARAD ships at the foot of Pier 29. The proposed system will tap into that and bring power around to Pier 27. There is a bank of transformers. That position has been chosen in consultation with Phil Crannell, the cruise ship terminal designer who has been working with the Port and the Shorenstein project. The idea is that it will be approximately the outboard and any future cruise terminal. The equipment will be designed to be able to be moved around and that position will be adjusted accordingly as we develop our plans. There is an aspect of the grant that requires us to have this up and built by the spring of 2009. We are proceeding directly ahead of this project irregardless of what happens with overall terminal plans. This is a separate project.

The overall benefits of shoreside power will reduce air pollution by almost a ton of total air pollutants from cruise ships divided up into a couple of different categories. It will also reduce carbon dioxides emissions by approximately 69 tons, per call, per ship. It's a huge decrease in emissions. It works out tremendously in terms of cost effectiveness.

Staff is finishing up the grant process. Princess Cruise Lines is doing the design work. They've designed and constructed two systems in Seattle and they are handling the design and construction of this project. We are well into the design phase. As soon as we get an appropriate design finished, we will move into permitting before it will need to grant construction permit, access permit and deal with BCDC and CEQA issues. We will

also be ordering equipment as soon as the grant is signed. We will be doing construction at the end of 2008 and into early 2009. The team working on this project is the BAAQMD who have not only funded this but their staff has provided a lot of help in securing funding and giving us technical advice along the way. Princess Cruise Lines is doing the engineering design. They are the only company in the world who has designed and constructed shoreside power for cruise ships, having it done in Seattle and once in Juneau, Alaska. We are also working with the Public Utilities Commission. They will be providing Hetch Hetchy power to this system. They are handling the agreement with PG&E over power, power connections and making sure that all that interconnection works and also provide design oversight. The Port's Maritime Division, Planning, Real Estate and Engineering departments are all involved in this project. He emphasized that the Port and Princess are co-applicants on this grant and will be working very closely on this project.

Mr. Ach asked the Port Commission to authorize staff to accept and expend the grant with the understanding that Princess will be doing the design and construction, the port will be doing the permitting. Princess will do the design and construction work and will be reimbursed by the BAAQMD as they generate invoices from their construction and suppliers. We will be working closely with the BAAQMD and Princess. We will need to finalize that agreement. At the same time, we will be putting together a separate agreement with the Port and Princess that will define rules and responsibilities and also specify liability and resolve potential liability issues. Obviously, Princess is going to want the Port to indemnify it against any faults on the part of the Port and vice versa. The Port will be seeking indemnification from Princess, any faults of theirs on the design and construction. Those negotiations are in process and legal teams from all sides will be involved.

Commissioner Brandon asked about the total cost of this project. Mr. Ach replied that the total cost was originally estimated at $1.9 million. When we moved from Pier 35 to Pier 27, it increased the cable runs by a factor of 2 ½ and also in the last year, the quoted prices for transformers have gone up 21%. The original design had one connection point for cruise ships. We are now counting on two so we can bring ships either bow first or stern first because the connections are on different sides of different ships. Those have pushed the total price up to an estimate $2.7 to $2.8 million. The $1.9 covers a big chunk of that cost. SFPUC currently has a $1 million in their budget for 2008/09 slated for shoreside power. They are trying to boost that up to $1.5 million. We've discussed the need internally at the Port and set aside some reserve of capital funding in the 2008/09 budget as well to make sure everything is covered. The original hope was to have it all paid for by grant money. Our hope now is that between the grant money and PUC, it will be covered but we do need to set aside something in reserve to make sure we are covered. It's certainly under a million dollars, but we are hoping it's in the order of a few hundred thousands. We are still working with PUC in trying to figure out what their budget is going to be. It's a moving number at this point.

Ms. Moyer invited Jack Broadbent, Executive Director of BAAQMD to say a few words in addition to Jay Ach's presentation.

Jack Broadbent indicated that he was pleased to be here to recognize the grant of $1.9 million for providing the construction of shoreside power at Pier 27. They strongly

believe that this project will provide significant reductions and reduce the health threat associated with Princess Cruise Lines as they come and dock at berth and run their engines. They will be able plug into shoreside power which is a good thing. This is the largest grant they've issued. $1.9 million is a significant undertaking in their part. They think it's a very good expenditure of funds. They look forward to the partnership that they have developed with the Commission and the Port. He thanked Ms. Moyer for her leadership on this effort and they look forward to the continuing partnership on this project.

Commissioner Lazarus commented that this is a phenomenal effort and the results will speak for themselves.

Ernestine Weiss commented that this is a phenomenal grant and an offer the Port cannot refuse. This is important in view of the spills and the environmental problems we have. This is a good way to get rid of them.

ACTION: Commissioner Hardeman moved approval; Commissioner Brandon seconded the motion. All of the Commissioners were in favor; Resolution No. 07-88 was adopted.

## 11. PLANNING & DEVELOPMENT

A. Informational briefing on the status of the Pier 70 Master Planning Process.

David Beaupre, Senior Waterfront Planner, indicated that the Pier 70 area is a 65- acre site located east of Illinois between Mariposa Street and 22nd Street. The project is to develop a preferred Master Plan for the 65-acre Brownfield site, adaptive reuse of historic structures and new development that reconciles regulatory, economic, maritime, history preservation, open space and shoreline access issues through a Community Planning process. We are hoping a Preferred Master Plan that will include:

- Approach to Historic Preservation
- Identification of Appropriate Types of Uses
- Identification of Open Space Areas
- Criteria for Historic Preservation and New Infill Development
- Reconciliation of Regulatory Issues
- Recommended Financing Approaches
- Allows Flexibility to Achieve Goals
- Development Implementation and Phasing Strategy

He showed an overview of the planning process, the work program and the schedule for master planning process. The historic preservation analysis will be conducted by Carey & Co. Consulting Team. The environmental analysis will be conducted by Treadwell and Rollo. The economic planning work will be done by Economic Planning Systems and Roma Design Group. There will be opportunity for community input and community workshop meetings. In approximately the spring 2008, the preferred Master Plan will be presented.

In July 2007, the Port conducted the first community workshop and set a foundation for the planning to move forward. Staff presented the planning goals and objectives, master plan approach, site opportunities and constraints, previous planning efforts, historic resources analysis completed to date, environmental analysis, economic and site planning considerations. Commissioner Shakofsky participated in that workshop.

At the November workshop, staff presented a review of the historic preservation criteria, planning and design considerations, financial feasibility analysis and table top breakout groups. Commissioner Brandon participated in that workshop.

The goals of the Master Plan are to preserve the existing ship repair operations; rehabilitate important historic resources; provide shoreline public open space; conduct environmental remediation/clean up; and develop economically viable land use program. The framework concept presented at the November workshop included: historic resource preservation and prioritization criteria; site and urban design considerations; market and financial assessment.

He showed a map that shows the historic resource prioritization rating. This was used for the basis of prioritizing what resources we are going to save and the development of criteria that will be utilized to determine what resources may need to be impacted or could be lost. Port staff worked with the three consulting teams, Planning Development staff and the historic community to develop preservation criteria to prioritize what resources should be saved. This is an initial draft of that criteria. It states that we will put all of our efforts into retaining the most and very significant buildings, all of our efforts to save those buildings that are most important and most critical to the historic resources, preserve as many as possible, if not all of the significant resources and develop a criteria that establishes a rationale between how we might be able to lose contributing resources recognizing that we won't be able to preserve all the 40 structures out there. This is work under progress. Some refinements are occurring from the second community workshop in November. They discussed the site and urban design considerations including historic preservation, open space, site access, views and massing elements. Some of the guiding principles were:

- Preservation and appropriate adaptive reuse of the buildings, where feasible.
- Create in future development a pattern and scale of buildings and open space that reinforce the historic industrial landscape of the area.
- Provide appropriate access to the site from inland areas and continuous public access long the bay and water front.
- Organize development, streets and open space areas to enhance pedestrian and visual corridors to the waterfront and reflect the historic pattern of slipways and industrial buildings.
- Organize parking in a manner that does not detract from the pedestrian environment.
- Organize development so as to responsibly and appropriately respond to the character and quality of historic buildings and public open spaces.
- Develop buildings and open space design guidelines in support of the creation of a future Historic Preservation District.
- Make ship repair activities an integral part of the experience of the waterfront without creating safety and work related problems.

He showed an illustration giving an overview of the existing conditions at Pier 70 such as the existing ship repair operations leasehold. The buildings are color coded based on their level of significance and historic open space areas that need to be recognized in the development pattern. He showed an illustration of site access and street patterns on how to continue the street grid pattern into the Pier 70 area first by introducing a 19th Street that might provide vehicular access to the ship repair operations, pulling off some of the heavier truck traffic on 20th Street, providing amenities on 20th Street as a main street potentially introducing a 21st Street to provide access and infrastructure for new development and improve 21st Street down to the waterfront. The new roadways are designed to allow for infrastructure, site access and public access amenities to the site. He showed an illustration on how the site can be developed into future development parcels to be sensitive to the existing historic structures where there might be opportunities for open space, and where there might be opportunities for new development. As they developed the framework plan, they looked at a couple of density scenarios: (1) they started with a floor area ratio of 3.0 which is consistent with the southern part of the Mission Bay redevelopment area, thinking that was a good starting point. When they looked at the financial feasibility, the 3.0 floor area ratio, they determined that would not be economically appropriate to deliver all the needs for the site including the open space, the historic preservation, the infrastructure and the site remediation that is likely required. They looked at what level of floor area ratio and development may be required to support all of these competing goals. They looked at a floor area ratio of 5.0 net, which does not include the open space and parks. It appeared that the floor area ratio of 5.0 with a height not to exceed 85 feet may work from a financial sense for the Pier 70 redevelopment. As a part of the massing, height and bulk studies they looked at, they looked at some of the existing heights of the buildings on the Pier 70 area recognizing that there are some buildings that go up from anywhere 30 feet up to 80 feet in some of the surrounding buildings outside of Pier 70 go are at 65 feet and up to 200-300 feet on the existing Mirant Power Plant site. The other thing they recognize in looking at the existing heights is that between Illinois Street and the Bay's edge there is a grade difference that drops off anywhere from 15 to 20 feet so there are some benefits in the differentiations of the grades between Illinois Street and the bay's edge.

The preliminary project costs are based on a floor area ratio of 5.0. It's a $497 million project and it does not include new development; it's only rehabilitation of the existing buildings, new parks, and open space, new infrastructure needs, wharfs, waterfront and project entitlements and management. Some of the funding sources include development proceeds from the existing building lease revenues and ground lease revenues from new development. Public financing in the form of historic tax credits, grants, bonds, the Park Bond, the G.O. bond, the infrastructure financing district, secured financing such as a Mello Roos district and other sources yet to be determined.

He showed an analysis that was completed for the two alternatives the 3.0 and 5.0 floor area ratios. If you look at the financial assessment, before a benefit to the developer that the 3.0 FAR has a deficit of around $50 million. The 5.0 FAR have a benefit of around $135 million. If you look at a return to a developer, the 5.0 FAR looks like there is a deficit of $37 million.

Some of the comments received at the November workshop are as follows:

For historic preservation, they talked about the need for the preservation criteria for the resource ratings need to be further refined. Staff is working with the consultants and the City's Planning Department and some of the historic preservationists. Criteria must be developed for new infill development. The new development should also recognize some of the new non-contributing resources recognizing that there is a strong relationship between the existing buildings that are out there and the water. While some of the resources out there may not be contributing, we need to look at ways to design new developments that reflect historic uses. For open space, there is a thought that there should be more greening along Illinois Street. We need to recognize Irish Hill and its value to the Pier 70 open space network. The open spaces within Pier 70 need to be activated so that they don't die at night or be vacant at night.

For site access, they need to look at the parking ratios that were developed as a part of the framework which was 1.4 spaces per 1000 square feet, similar to Mission Bay. Some felt that might be too high. Recognize the historic rail corridors in the site and how the rail corridors could be utilized for pedestrian or vehicular circulation throughout the site. Some thought that there needed to be a better transportation and could the Third Street Light Rail be extended to the Pier 70 area. Would there be other transit options to serve Pier 70. Some question whether the continuation of the street pattern onto the site was appropriate for Pier 70. It was thought that on street parking should be minimized particularly as you got closer to the bay.

Under land use, there are questions whether there is enough market for biotech and knowledge basis at Pier 70 as an expansion of the Mission Bay land uses. There was a need to activate the Pier 70 area during the non-business working hours, looking at uses such as institutional commercial or retailer entertainment types of uses. There again were questions about whether residential uses were appropriate. Thoughts that cultural uses should be encouraged. The drydock operations must be maintained and site planning and operations for other new uses must be managed to avoid conflicts with the drydock operations. As part of the development plan, consider future use of Mirant Power Plant site.

As it relates to density and massing, there are comments about the need to make certain that new development is sensitive to historic setting of Pier 70, investigate higher densities to allow maximum open space development, establish design guidelines that allow for a maximum density, but requires varying heights; heights above 85 feet may be appropriate and desired to help reach overall Pier 70 goals. The last issue was how the master plan is looking at sustainability issues. Staff is investigating all the comments that were brought up at the meetings.

Staff will continue to do the outreach with various community groups such as the Potrero Boosters, Dogpatch neighborhood Association, SPUR, SF Tomorrow and other outreach efforts. Staff will continue to coordinate with other City Agencies particularly Rec & Park and Planning as it relates to the eastern neighborhood planning, further refine the historic preservation criteria, develop infill development criteria that recognize historic resources, refine cost estimates, coordinate with BAE Systems on its planning. Mr. Beaupre indicated that he will seek Port Commission's authorization to expand one of the contracts with the consultants in light of the fact that the Port received a California Cultural Historic Endowment Grant to continue the planning on the Pier 70 area and to

further the Master Plan and develop refined costs in January and eventually look towards drafting a Preferred Master Plan.

Toby Levine, co-chair of Pier 70 committee, indicated that the last workshop that was conducted by the Port was a good one. People are interested in this topic and want to see it move forward. Staff is right on top of the effort and the Port Commission should be pleased.

Tom Radulovich, Livable City, pointed out a proposal to spend twice as much money on parking as it does on open space. You can see the way in which high parking requirements are competing with other imperatives such as historic preservation and open space. He urged the Commission to look at lowering the parking requirements. It's not only a better use of over half a billion dollars of investment in bringing public transit to within a block of the site but it will also free up funds for the things that all of us look at as the most important thing in Pier 70 which are the open space, a good system of the public rights of way and the preservation of those buildings.

Joe Boss agreed with most of Mr. Radulovich comments. It's important to understand that the parking issue is discussed. There are definitely some parking needs for BAE systems. They also pushed very hard to work with MUNI to extend a turn back loop that currently goes from 18th to 19th along Illinois that could be brought into the site. He agreed with the concept that Mr. Radulovich is referring to but it's important to look at what the needs are going to be.

Commissioner Lazarus commented that it's significant that we have major back-to-back reports on two projects in the southern waterfront. In advance of the next item, she thanked staff for the leadership in organizing the process and bringing it to this point. We look forward to continuing it knowing that we've got major challenges in all these parcels. She thinks that without the dedication of the staff and participation of the Commissioners, we wouldn't be where we are today.

B. Informational presentation of surveys and analysis to address transportation and parking needs associated with the development of Seawall Lot 337 (a 16-acre site south of China Basin Channel and in Mission Bay), and Request approval to authorize the Executive Director to appoint SWL 337 advisory panel. (Resolution No. 07-91)

Diane Oshima, Assistant Deputy Director of Planning and Development, indicated that most of the presentation is going to be focused on a segment of information related to the SWL 337 site which is related to the planning efforts that Commissioners Brandon and Lazarus were co-chairing but it's also information that we hope will be helpful in the development solicitation process that is underway. The analysis and the two surveys that she will discussing; one which was conducted of the Giants fans by the San Francisco Giants and one that was conducted by Wilbur Smith Transportation Consultants to look at the area wide parking has quite a bit of information as reflected in the staff reports. Those reports are posted on the Port's website. She provided the Commission a status report of the development solicitation process that was kicked off at the end of October. We've had one pre-submittal meeting for prospective development teams and consultants, a tour of Pier 48 and there will be a second pre-submittal meeting available to prospective respondents as well. This solicitation process is a bit different from what

has been provided in previous Port development projects in that we are breaking it up into a two-stage process and convening an advisory panel. At the end of October, the Port Commission authorized the Executive Director to appoint a panel made up of different community and professional interests to review proposals. We have most but not all of the advisory panel members. Some of the skills and attributes that we are looking to have reflected on the panel do not necessary align up with one body. We are looking to get a little bit more flexibility by allowing for the Executive Director to have some latitude in total number of people in the panel as long as they cover the range of skills and attributes we are looking for. We are a little short on reflecting the need for urban design and architectural design expert on the panel. We wanted to make sure that is explicitly added and included within the scope of this panel. The resolution that is attached to the staff report is to seek Commission's approval to give the Executive Director ability to bring all those people together. We hope to be able to announce the full complement of that panel very soon.

Transportation and Parking Analysis - Throughout the planning process and community meeting, it was evident that transportation and parking for development of SWL 337 is a big deal but when you layer that on top of the fact that the site is currently being used for ballgame parking, there is a debate as to how to manage the overall transportation demands in this area to be responsive and supportive to the needs of the ballpark and still fit within the economic and plan objectives of the development opportunity at SWL 337. We committed to providing some of these studies. Today's surveys are first installation of the information available to the public and to prospective development teams. We will be continuing our work to look at other facets of the transportation world at the South of Market, Mission Bay area to provide as many options and tools to be available to the city, the Giants and the development team so that we can craft together a transportation study that makes the most efficient and optimal use of parking, public transit, non-auto modes and other strategies that may be have to be tailored for AT&T park events. We have an MOU signed between the Port and MTA to help us with the City transportation demand management review. Peter Albert, head of the Transportation planning group at MTA, has been a frequent participant in our planning processes. Jerry Robbins has been instrumental in helping us tackle some of the questions around transportation management. Because he has many years of experience managing the ballpark transportation program, we think he brings great expertise to this effort.

The Giants Transportation Survey – There's a lot of facts and statistics that came out of the survey. Essentially, the Giants did a thorough survey of their fans. They were able to track who their season ticket holders are and through their electronic database system and through email, track the attendance, who is using their seats on which game days and were able to target the different game dates which are specifically selected so there is a full range of weekday day games, weekday night games, weekend games so that we have a full complement represented in the data. They issued most of the surveys through email and supplemented that with surveys that were handed out to the fans at the park on game day. They distributed about 2000 surveys and received 1300 back. The scope of the survey was to get an understanding of what the Giants fans travel demand patterns are and some of their choices and preferences to understand where we are today with the transportation system that is currently in place.

In terms of overall mode breakdown, there are different mode breakdowns for each of the game dates that were surveyed. We have 53% in cars or chartered busses. Virtually all of these are in cars. There's a 1% margin that is fans coming via chartered busses. There's quite a heroic use of non-auto modes of fans traveling to the games. In terms of transit mode breakdown, in the aggregate, there are a lot of people using Bart and Cal Train, at 21%. Muni weighs in as a heavy carrier of travelers and ferry system through the China Basin ferry. These statistics may pick up those ferry passengers that come in through the Ferry Building. Since many travelers take two or more modes to get to the ballpark, she does not know that there is a complete breakdown of every single mode. The 38% bus, taxi, walk, bike is a reflection of how people are using the different transportation modes available to them. Of those that drove, we wanted to get some sense as to what their parking patterns were. About 25% responded that they park at SWL 337. There is a significant number of people that have found on street parking. There were a lot of comments from the survey. A lot of people take advantage of on street parking. The parking facilities in the ballpark walking distance area, 41% parked at other parking facilities. They generally have passengers in their cars, 2.5 people per car. Average cost per game day parking is about $30. They are paying high premium for parking, arriving 30-40 minutes at the ballpark. About half an hour to 40 minutes they are at the ballpark ready to sit down on their seats. That gives you an indication of how much earlier than that they are accessing the area if they are driving.

There were also questions included in the survey in light of the fact that in San Francisco the ballpark is not unusual in that there's a parking demand that exceeds the supply. We asked questions to get sensitivity i.e. if we don't provide directions on where to find it, how does that affect your choice about driving to the game? The percentages shown are the same as the Giants had reported in the survey report. Many of them indicated that they would attend fewer games. 44% did not answer the question. If you factored the answers in over the total number of surveys, the percentages would be lower, about half of that. From the Giants perspective, they see that as parking availability or cost is something that is a major business concern to them. A number of their fans have indicated that they may see fewer games if parking were to become more difficult.

With regard to the Wilbur Smith survey, this was a contract that the Port signed to get current information about what's the parking picture look like within a 15 minute walking distance from the ballpark, generally in the south of market area, south of Howard and in the Mission Bay area. We wanted to provide some comparable between what are the parking occupancy conditions when you have a ballgame event at AT&T versus what are the parking patterns when you don't have a ballgame. To that end, we picked weekday afternoon game days and alike non-game day where we collected information at all the facilities at the same time. Likewise, for a week night game, a weekend day game, a weekend night game. These are not science but we thought it would be helpful. The Giants have indicated their concern in that by the time we got out with the surveys of the game days, the Giants season was past its peak in terms of attendance. Yesterday, she received attendance figures from the Giants on those days. They were lower than the peak times when everybody was looking to see when Barry Bonds would break the record or not. That is something to take a note of and acknowledge.

In the aggregate, the table shows that the parking supply is greatest during the weekday afternoon period that was tested. That's when the business day is in full swing. We found that there's quite a bit of drift in how much parking supply can be made available to the parking population. It's based on how parking operators see what their business opportunities are and decide whether they will open or not. The 11,033 spaces for the weekday afternoon game day has the highest supply because you have the most demand. Whereas on a non-game day in the weekday afternoon, according to the Wilbur Smith survey, the number of parking spaces that was open for the market was lesser. There was a variation. It's important to note what the supply is and not just the parking occupancy. The percentages for example for the weekday afternoon on a game day, of the 11,033 spaces available, 78% on a weekday afternoon surveyed were occupied versus a non game day on a weekend evening. There were 8,000 spaces or so that were available. 19% of those were occupied.

Beyond looking at the current supply and occupancy, we're sensitive to the fact that we don't know what kind of development program we are going to get at SWL337. We are cognizant of the fact, as discussed at the planning meetings, that the parking program and how much parking is included within the development program is too speculative for us to be able to count on that. We know that it's not likely to be all the parking that everybody would like. We did the sensitivity analysis to look at the varied the amount of parking on SWL 337 in graduated amounts. Right now, there's a little over 2200 spaces on the site. If you reduce that to only 2000 spaces versus 1800 versus 1500 versus 1000, what would the parking occupancy be if you made those reductions in SWL 337 on ballgame days? The table does not show the non-game days because the occupancy figures don't show that much of a problem. From the Giants' and Port's perspectives, we want to focus on what happens on game days. Because in our RFP for SWL 337, we have offered up Pier 48 as an optional element within the development proposals, right now Pier 48 is leased to Imperial Parking to be used for ballpark and special events parking. We are cognizant of the fact that if we had a development proposal that included SWL 337 and Pier 48, the parking supply that is provided on both facilities now would be changed and diminished in some way. We wanted to have this sensitivity analysis and also give some understanding about the idea of reducing the amount of parking on SWL 337 and/or if you were to close off all the parking available for game day parking at Pier 48, what would be the varying levels of occupancy overall in the study area in the South of Market and the Mission Bay study area. For example, under the 2000 spaces assumed at SWL 337 on a weekday day game, there is a reduction of over 250 spaces. If you were to reduce the parking at SWL 337 by 250 spaces, the resulting adjusted parking occupancy for that whole study area would be about 80% as opposed to 78%. According to the Wilbur Smith study, if you were to reduced parking at SWL 337 by another 250, the parking occupancy on a smaller supply would go up to 80% overall. If SWL 337 parking supply was reduced to 1800 spaces, you have a shrinking supply. The demand is a larger percentage of that supply goes up to 81% on a weekday day game if you only had 1800 spaces at SWL 337. If you reduce it to 1500, the occupancy goes up to 84%. If you reduce SWL 337 parking to 1000, it goes up to 88%. The asterisked numbers that are in the boxes in the table is what the adjusted parking occupancy would be if you layered on top of that the loss of the Pier 48 parking supply if Pier 48 was developed as part of 337. For example, under the weekday game, 2000 space at 337 scenario, if you add to that a deduction of the Pier 48 parking, the occupancy would go from 80% to 86% overall. By reducing the overall study parking

supply by the 700 spaces at Pier 48, you are reducing the overall study parking supply so the parking demand would show a larger share.

With respect to the red colored numbers in the table, most of them are in the 1000 space at SWL 337 column. One in the weekend day game, 1500 space spot with the loss of Pier 48. Generally speaking, around 85% to 90% is where the effective parking supply is filled up. You never have 100% of every single space filled up with a car because you can't accommodate people leaving their spaces and looking around for spaces. There is always a margin of spaces that is empty to accommodate a fluid system. While one might think that 100% parking occupancy is what justifies as a full parking supply, it's in fact less than that. It's in the low 90s. That's why the figures were highlighted in red. That's where you're effectively full. If you want to be able to park more, you would have to look for more supply or look at other options. Are there other ways of getting people out of their cars and using other modes so you can reduce that parking demand.

What do we do with all that information? It's a lot of information. We thought that at a minimum, this should be available so that prospective development teams could get a current view of an estimation of what the general parking conditions are in the area. Even if you look at just statistics for non-game events, you can get a feel of how the parking is used in the study area. We are working with MTA now through Jerry Robbins' good work. He has identified some initial parking management strategies that might work. It depends on who our developer is. We don't know what the combinations of uses are or their travel demands and in and outs are going to be Optimally, we would like to be able to use whatever transportation parking facilities that are developed at SWL 337 to meet the development's needs and ballpark and other needs in the larger Mission Bay Area. Until we know what that development program is, it's an incomplete discussion. In the meantime, we can put out some information like this to give development teams ideas of what they might be able to put together to craft a transportation management program that would work for their interest. We are not making any recommendations on this. We are only trying to give the ideas out.

Jerry Robbins, MTA, indicated that these are not recommendations; only things to consider that may help the Port improve the efficiency in parking. The first one is shared use parking. As the survey showed, about 40% of fans at Giants games now park at shared facilities, apartment buildings, office buildings, general parking lot, outside of Lot 337 on game days. There may be possibilities to improve that or expand that with new developments in Mission Bay near the ballpark or may be able to find other shared parking opportunities. The second item is to try to limit monthly parking at SWL 337 on Giants game days. There are some people who park at SWL 337 who are not going to the game. They have monthly parking who work in the area. If we could discourage them from parking on the game days, that would free up more spaces for Giants fans. The next item is providing incentives for carpooling. It may be possible to reward people who come in for four or more people per car, therefore, decrease the parking demands. This is something that the L.A. Dodgers have tried in the last year or so to address their parking problem. That may be something we could try here as well. Providing incentives for motorcycles. If you ride a motorcycle and park at 337, you pay the same $30 price as car drivers. If you could lower that fee, we could get more people to come by motorcycle. Looking at compact parking spaces, in the next year or so, there's going to be small cars coming on the market. There may be a possibility to take advantage of that.

maybe reduce the rate for parking for small cars and stripe the lot to accommodate small vehicles. Mechanical or stack parking is another possibility. It's not particularly conducive to ballpark activities because if everyone leaves at the same time, it's difficult to get the cars out of the stack facility. We understand that the Boston Red Sox have done this to a limited extent at Fenway Park. It may be something that could be applied at AT&T Park. End-to-end parking or valet parking is labor intensive but it saves lot of space. It's something that may provide some opportunities. Work with the Golden Gate Ferry to explore parking lot expansions. Last season, Larkspur ferry curtailed their service to AT&T park on weekday games mainly because they don't have the parking supply in Larkspur to accommodate Giants fans. If we could provide parking elsewhere in Larkspur we could reduce our parking demand on this side of the bay. There may be opportunities for shuttling people from other parking facilities, downtown garages or other facilities in the area that aren't fully used on game days and get them to the ballpark. Parking guiding systems such as the electronic signs at Kearney Street that inform people which garages are full and which garages have space available. The city is doing an expanded version of that in the vicinity of 5th and Mission garage, South of Market and Union Square area. That program could potentially be expanded to the south to accommodate the ballpark area. It doesn't provide additional parking spaces but it gets the information out to the driver as to where spaces are available and makes it easier to find a parking space.

Market based demand for on street parking. MTA is looking at a pilot project to change the parking pricing system and on street parking meters near the ballpark. Historically, we've discouraged ballpark patrons from parking on street. Our strategy is to keep the on street parking spaces available for other people in the community, merchants and residents. This is a new approach where we would change the parking meter rates to $10 or more an hour comparable to what's charge to park off street at SWL 337 and use the on street parking supply to accommodate ballpark fans.

The Giants have done a good job in the past in accommodating bicycle parking. We like to see that retained and perhaps expand it. These are options to think about.

Diane Oshima indicated that we are in the process of working with MTA. As Jerry indicated the on street parking planning, the finance directors of MTA and the Port have been the lead people in looking at market-based on-street parking programming. There is a transportation planning rationale to look at that. Is that supply being used to optimize the varying needs we have there. That's an area now that MTA is starting to look at their on street parking supply and trying to do their studies that are similar to the studies that Tina Olson had already led for the Port's on street parking supplies. We might be able to pull together some information and look at what possible strategies to consider. It is true that we have not included on street parking in the Wilbur Smith parking survey. That is an element of parking related information that we still have to come to the Commission.

In terms of public transportation options, are there programs and services that could be targeted to ballgame events or special events or with the T-Line and the hardware that is being installed for expanding public transit service, have we exploited that system for being able to meet some of the transportation demand needs that we are anticipating. Many of these issues echo what this Commission has already sat through long hearings on in the northern part of the Embarcadero. How can we correlate between the resources

that can go into the transportation system that correspond with the changes and the improvements that we would like to see along the waterfront. We intend on making that available so that the City, the Giants, and our development partners can all take advantage of and see what creative minds can bring.

Monique Moyer clarified that the pre-submittal bid meeting is scheduled on Thursday, December 13, 2007 from 1 to 3 p.m. at Pier 1.

Jack Bair, SF Giants, indicated that all of the survey results presented by Diane Oshima were based on crowds that were 20,000 per game instead of 40,000. The statistics on the board are not worth very much. We are submitting a letter with some updated extrapolation that tells the real story. Ten years ago today, 12,000 people assembled at the ballpark site for the groundbreaking. 10 years later, 8 baseball seasons later, and 30 million people have come and we are still fighting for the ballpark's future viability. The success of the ballpark in its neighboring communities of South Beach, South of Market and Mission Bay rely on a well conceived rationale approach to parking and traffic issues. The substantial and nationally recognized planning effort that went into the development of the ballpark and its transportation management plan was based on reasonable, real life assumptions. The ballpark transportation management plan promoted public transportation usage and significant reduced ballpark parking resources. An important balance was reached enabling the ballpark and the surrounding neighborhood to function acceptably during event days. We were pleased that the Port issued the RFP/Q but very disappointed that the Port is suggesting that respondents need not make any parking available for weekday games. We are also very disappointed in the report that was issued today. The Wilbur Smith study is premised on ballpark crowds of 21,751 for weekday afternoon games. 20,318 for weeknight games, 34,209 for weekend afternoon games and 23,656 for weekend evening games. As you know most game attendance approach or exceed 40,000. If the correct attendance assumptions were used and 2000 spaces were developed on SWL 337, every single parking space within a 15 minute walk of the ballpark would be occupied, leaving no parking for the deficit of parkers that can't park at the ballpark, no parking for neighborhood restaurants, for retail, for businesses alike. With Mission Bay, this condition would deteriorate. The Port cannot ignore the needs of the ballpark and the surrounding community. It must take a reasonable approach and use reasonable assumptions. Without this, the ballpark and the surrounding community would be irreparably harmed.

Commissioner Hardeman asked if it is anticipated that Mission Bay, if this lot was to remain as it is, there will be spaces used even without any development. In other words, does Mission Bay supply adequate parking or is it the assumption of the Giants that they would be using available parking besides for what they might supply for that area. Mr. Bair replied that their assumption is that Mission Bay is not developing extra parking. We have been told not to assume any parking necessary in Mission Bay for the ballpark except on a shared use basis and we will take advantage of that. Even with the 53% to 47% modal split which the analysis shows, we will need 9000 parking spaces and we will try to whittle that down to a small number as possible by some of the devices that Jerry mentioned but we are going to need tremendous resources of parking outside of SWL 337 as well. We can't look to Mission Bay to solve the problem.

Commissioner Hardeman stated that illustrated in the staff report are pink areas indicating parking. It shows 32 spaces at 4th and Channel Streets. Mr. Bair explained that is mislabeled. There's a lot right on the corner, it's Mission Bay Parcel #1 which he assumes they are referring to. It's 410 spaces and it's slotted for development. The analysis assumes Pier 30/32 to be used for parking in the future.

Commissioner Hardeman asked how many spaces Pier 30/32 accommodates. Mr. Bair replied that it accommodates 1700 spaces. Commissioner Hardeman indicated that as a person who went to 27 baseball games this year, the only reason he goes is that he can park but he does not have the time. He could see himself not being able to go to half as many of the games if he has to look around for parking. He might be typical of a lot of people who have a normal life to live and have to get a round. He'd love to take public transportation all the time as he described it in detail at a meeting recently what happened to his neighbors because the tunnel was shut down going out to West Portal for the K, L, and M. A lot of people are in the habit of driving to the ballgames. People asked him why that happened why they shut the tunnel down at 9 at night. Things like that will happen again. He's concerned because as a sports man and a baseball fan, he wants the Giants to succeed financially. They are not going to succeed financially if they don't have parking. He equates this to the triangle parking lot at Fisherman's Wharf. If we pave over that triangle and put new buildings and/or businesses and kept the same number of parking spaces, the fisherman's wharf tenants will have a very difficult time as Commissioner Fong's Wax Museum and having people attend their businesses. We have to consider that 2000 in that spot and losing 750 at Pier 48 is not going to be adequate. He would vote against anything that didn't have a significant higher degree of parking. We voted to put this ballpark there and he might be wrong but he understood that we were concerned about having 5000 immediate spaces for parking around the ballpark. Not that the Port was required to have it but he can't see having anywhere near 5000 spaces. He was being lobbied by the A's because he attends Giants games in Oakland. If the Yankees are in the playoffs against the A's he buys tickets. They have been lobbying him for personal seat licenses in Fremont. They are telling him that they will have a parking space for every three ticket holders which leads him to believe that they will have 10,000 parking spaces because they will have a small ballpark. Mr. Bair indicated that according to press reports, they are planning 10,500s paces for a capacity of 34,000 facility. We are suggesting 2000 for 44, 000 people.

Commissioner Hardeman indicated that he is a strong advocate for public transportation. He believes in our transit first policy. The 49ers and Giants need parking. The 49ers have 19,000 paid parking places around Candlestick Park for 68,000 people. He doesn't think it's staff or the Commission's responsibility but if we are going to be able to control this lot, we have to look at our major tenant, the highest grossing tenant and take care of that tenant. He urged to up that ante on the parking.

Alfonso Felder, SF Giants, indicated that he was primarily responsible in the years and months leading to the ballpark's opening for putting together and implementing the transportation plan from the organization's perspective. He pointed out that the plan all along was to have an extremely balanced approach. That balanced approach at the time included about 55000 dedicated parking spaces for use by the ballpark. Since that time, that number has dwindled to about 2200 spaces that we currently have today. Back then, he took a lot of heat standing before the public and in interviews with the media about

the fact that we only had 5500 spaces. People could not believe that was going to work. Part of that was based on how we had operated historically over time at Candlestick Park where 98% of our fans took their cars to ballgames. We changed that dynamic substantially. We had great success at the new ballpark in terms of that balanced approach. We are at a point where only 54% of our fans are taking autos to the game. Part of the reason that works is because of the balance. All of these things are interconnected. Unfortunately, when we get much below where we are at now, we get to a point where everything is impacted. Believe it or not, even the transit can be negatively impacted if the parking doesn't work. Because if you don't have enough parking and people are driving around the neighborhood, they congest and clog the streets which has an impact on transit. Therefore, it can make transit less amenable to the public and something that the public is not as inclined to use. We had that balance so far. What we are concerned about is maintaining it and moving forward. Unfortunately, the study that was prepared by Wilbur Smith didn't look at the right games. It presented data which as Jack referenced, doesn't apply to the majority of the games that they play. We need to deal with the fact that that study looked at games with 20,000 people in the stands. We need to look at games that have closer to 40,000 people in the stands. When you look at those games, and we've submitted a letter to the Commission as so specific information, you'll see that using even the basic information that was collected during the Wilbur Smith report if you extrapolate from that what things would look like if you have 40,000 people you get to a very constrained situation. The occupation levels across the board exceed 100%. That is assuming the continued resources that exist today. If you zero down to the 2,000 spaces we've talked about, you're talking about significant excess of capacity in terms of the parking utilization. The reason we don't see a problem today because of all the on street parking spaces which incidentally are not included in the Wilbur Smith report, you will see higher occupancy rates because today all of the thousands of on street parking spaces are heavily utilized, They are utilized in a much greater capacity because most of the spaces are free. What needs to happen is that we need to look at this as a collective whole. We need to include information relating to games with greater attendance. We need to look at information that includes a study of the on street parking spaces which as you saw is 28% of the parking supply. We need to holistically look at this in terms of an approach that is truly balanced.

Jeff Paulson, Director of Parking for the ballpark with Imperial Parking, indicated that we see backups on the street when the lot is as little as 60-70% full for the evening. When that happens, we rely heavily on our auxiliary lots specifically Pier 48, Pier 30 and Lot D. Lot D will not be with there forever. It is foreseeable that one point in the future Pier 30 and Pier 48 would be developed as well. When this happens, Lot A will become the focal point. 2000 spaces is not sufficient to address the needs and the parking demand of the cars coming in for game day traffic.

Corinne Woods, Neighborhood Parks Council – Blue Greenway, indicated that thoughtful and creative development of SWL 337 will provide an opportunity for the Port to significantly increase its economic return for this asset compared with what you are getting for parking and also to create a world-class destination open space that reflects the importance of this critically important site. A significant park representing the gateway to the Blue Greenway must be central to the development as Tom Radulovich mentioned earlier, we have to make some choices. The park which should be at least 5 acres, not the 8 acres envisioned in an earlier Mission Bay Plan should be

people oriented, usable space including hardscape elements that could be used for public events to attract people to the waterfront. While both the Port and the Giants parking demand surveys indicate a need for structured parking on SWL 337, the tail of parking should not be allowed to wag the dog of a mixed-use development that is worthy of the site and that will be an asset to the city as a whole The gradual loss of what is an amazing amount of free, unregulated on street parking which according to the Giants' own survey is used by at least 25% of the people who currently drive to the game. This is inevitably going to happen as Mission Bay and the eastern neighborhoods are built out or if DPT actually enforce its own parking limitations, which they don't. This will have a far greater effect on driving behavior than the loss of 1000 spaces on a very expensive parking lot, a far greater effect. As outlined in the staff report to the Port Commission, it is obvious that a combination of creative solutions will be necessary to manage demands efficiently. Please don't let the tail wag the dog.

Seth Hamalian, Mission Bay Development, indicated that they share the Giants' concern, not from the standpoint of it being a viable ballpark. Although they would like to see it that be the case. They are concerned about the experience of the third party developers who are building residential at the site. There are still 3,000 residential units that are going to be delivered in this immediate vicinity in the future development including the sites that are currently listed as having the 410 spaces. That is going to be gone. Piers 30-32 are included in the study, which represents 1700 of these parking spaces. If you took that 1400 and those 1700, you're at 100%, ignoring the fact that there are only 20,000 people at these games not 40,000. He thinks that at some point, we have to recognize that the ballpark has done an amazing job in being transit oriented. Appropriate so, this location demands it. A lot of our residents and a lot of people occupying office space at Mission Bay will also be using transit but there's a certain point where you reach a breaking point. He's concerned that what's been put forward in the proposals for SWL 337 i.e. don't specify a greater urgency or importance on getting the balance right. We have to look at the regional basis. He is concerned that Mission Bay, if not handled in an intelligent way, people wouldn't want to be down there because 81 days a year, it's chaotic. So far, the Giants have done a great job balancing that. He would hate to see that fall apart. You can't assume that resources like Pier 30-32 are always going to be available for parking.

Ernestine Weiss indicated that she's been with the Giants from the beginning of building the ballpark. She has a special love in her heart for the Giants team and the fact that it's a huge success that this is what we have to keep here. The Giants know their parking demand better than anybody else. We need to give them adequate parking in order to produce an economic return for the Port and for the City and for the fans. We can't deny them that. She is sorry that Willie Brown who's project was the Mission Bay, didn't provide a decent lease for the Giants at that time. Had he had the vision, this wouldn't be taking place today. However, it's timely now that we make plans for the Giants so that we can see more success. Their survey said that more than 50% of families use their car to come to the ballpark. The handwriting is on the wall. The Port has to look at it very carefully and come up with a plan that works for the Giants. They are a lucrative partner to the Port. She suggested that the Port go all out and do everything it can. Parking is an integral part of the Giants operation and we need to satisfy that need. She asked the Port to move forward and make sure to do this right. The Giants know what they need. She's sorry that we didn't get that down in the lease. That should have been done and we

wouldn't be in this situation today. If the Giants say they need at least 2000 parking spaces, we should give it to the m.

Paul Franke indicated that you need full information to make a decision. There are currently garages and other development plans for Mission Bay which is not included in the Wilbur Smith report. It would be nice if the report could be revised to have a timeline showing where the other developments are occurring and when the other garages are going to be built and when they will be built in reference to whatever development might be planned for SWL 337 or the other developments. A timeline showing everything that is happening in the area around the Mission Bay, the number of spaces and the amount of development would be nice. It's a great idea someone had for discounts for high occupancy vehicles. He knows the Port makes a lot of money off the parking; it's an important revenue stream. It is something through contracts that the Port may want to consider if there are four people per vehicle to provide some sort of discount. The public transit lines are not shown in the report. His experience in attending the games is that a lot of people hop on the 4th Street line and hop off. They park somewhere farther south and hop on the train and hop off at the ballpark. That information is not in the report. It would be great to have the public transit lines in the report in the same page as the garages and the future garages in one map so that we could have better information.

Jeffrey Leibovitz asked if the Port agree that the ballpark is a success and it works. He sees by the smiles that everybody is in agreement. It sounds like gymnastics to try to make the numbers work with the Wilbur Smith report. It's obviously flawed. We worked very diligently for years before the ballpark opened to address the parking and the transportation needs. Jerry served on the committee as the chairman. It was one of the most successful committees in the history of this city in terms of what they accomplished. Doing these gymnastics to make it so that we can reduce the minimum amount of parking in the seawall lot is really futile. As this area begins to develop as you've heard from Mission Bay and you will hear from people in South Beach, we are going to lose the parking, we are going to lose the resources. We are already losing resources. Vacant lots become buildings. Buildings without parking. The city passes idiotic legislative proposals that say we're not going to put parking in buildings any more. We are going to make them get out of their cars and use public transportation. We are using public transportation. It gets us here. As commissioner Hardeman said, sometimes those of us who have private lives cannot rely on public transportation. We have busy schedules. He uses it when he can but he has to drive. If he drives, it means he has to have a place to put his car. The Giants are not asking for a lot. They could be asking for 5000 spaces. They are asking for the very minimum. We know that SWL 337 is an extremely valuable asset to the Port and it needs to be developed in a way that generates revenue for the Port. You already have a tenant there that is generating revenue for the Port and as an intrical part of this neighborhood and San Francisco. You have to take those needs into consideration. It's been working for many years. If you take those needs into consideration it will continue to work for many years. It's a no brainer at this point. He asked the Port to support the very minimum amount of parking that is being requested.

Bob Harrison, principal author of the transportation management plan for what was then known as Pacific Bell Park, has been working with the Giants over the years. He

reaffirmed what Jack Bair had been saying. He asked him to take a look at the Wilbur Smith study and the crucial problem is that the study just underestimates the parking situation. They happened to pick days when the ballpark was half empty. They spent all that time on the survey on those particular days. The result is not reliable. It's something that we have to look at again. We have to be careful as we do the planning; we can't plan on just 95 or 100% occupancy. We are going to have to look at something different than that. Once again, just to reaffirm, we need to look again at a realistic baseball occupancy and what that parking demand is going to be.

Commissioner Lazarus asked if there is any way to assess or determine where people are parking who come to events that takes place on Lot A. She believes that Cirque du Soleil and others use that space. She doesn't know if we could ever get at that but it might be an interesting adjunct to learn where they go when they are at the ballpark but there Lot A is not available.

Ms. Oshima replied that it will require some kind of a survey tool, whether you are able to get enough attendees to actually answer a question on a piece of paper or have monitors out on the street that are anecdotally tracking the flows of the crowds. To the extent that there are night time events like Cirque du Soleil, trying to find scenarios that are comparable to the toughest parts of this question that we are trying to solve, that is part of the whole set up. What we are finding is that overall parking supply looks like balance and flexibility is more likely to be realized in the evenings and the weekends. It's those afternoons and into the early evening periods when parking is highest in demand throughout the city that is the tough nut that we are trying to crack. She does not know how much that actually overlaps with a lot of the special events that are happening at SWL 337.

Commissioner Shakofsky asked Ms. Oshima to address the questions about the Wilbur Smith survey specifically about the concerns that we used game days that have low attendance and underestimated the parking use. Ms. Oshima replied that she is not going to dispute that the attendance figures were low. That was information that the Giants provided to us yesterday. We tried to get the attendance figures earlier but the fact of the matter is we tried to get the transportation consultants out there with their crews. There were 36 different facilities that were being surveyed that are all aggregated into these results. Getting the people out there to cover all these parking facilities on designated game days and like non game periods that match, frankly we are trying to get out there as quickly as we could. We had no way of anticipating what the attendance was going to be on that given game day. We looked at the Giants season calendar, we picked the dates that we could marshal all of the people to get out there and collect the data. Those game days were known a week to two weeks in advance so that we could stage the people but we didn't know what the attendance figures were going to be until after all of that was collected. The Giants are now reporting that the actual attendance figures we used are significantly lower than the ticket sale figures which is the only thing that we had to go by at the time. We are not disputing that. We have to acknowledge that the parking occupancies were underestimated. She has not had a chance to go through the Giants letter to figure out how statistically they've adjusted the figures. That is something that we will definitely do. Again, it's not perfect. She does not know in a ballgame season exactly which games are the optimal games to survey so that you can get a representative parking picture. We wish that the games were better attended on those particular days.

Commissioner Shakofsky indicated that there are ways to do it statistically. We know when there are going to be big game days. It depends on if Barry Bonds is playing that day or how close he was to the record and what team was in town and how the Giants are doing. She thinks that the questions that were raised about the study are valid concerns.

Ms. Oshima replied that to our defense, we weren't ready. We didn't have the consultant contract in place. We didn't have the bodies to be out there pre All Star Season. The Giants survey itself couldn't deal with it before the All Star Game. They were able to marshal their forces more quickly to be able to pick it up after they got through the thick and thin of surviving a very successful All Star Game event.

Ms. Moyer indicated that at some point, we do need to look at what would be known as the bookends. What we've looked at now is an average based on actual data on a select number of days. We need to look at the high watermark and figure out how that will be impacted. That's what a transportation plan would ultimately do. Diane closed her initial presentation with the words that this was not a recommendation. This was just the beginning of a conversation and before the bids are due in February, there's more work to do. She offered that we will take the information that was presented today by the Giants and work with our consultants to come up with something that can be a better tool for the Commission that one speaker offered and look at what those bookends are.

Ms. Oshima added that it is true that the Giants survey, the reports that we all have, there are finer grain statistics that underlie some of the percentages. There probably is a way to guess estimate what would be an adjusted parking occupancy if we could take a look at what those assumptions are. They've made a first stab at it in their letter. We will want to take a closer look on how they come up with those answers and see if we agree with them or not.

Commissioner Shakofsky asked about the wording in the RFQ that we put out regarding parking. She thought we were asking for parking to be incorporated into the RFQ. Ms. Oshima read from the RFQ. There are objectives and criteria in the RFQ that are the basis upon which development teams are to respond. There is a segment that deals with transportation criteria. It states, "Promote the City's transit first policy and seek to establish as sustainable transportation program as possible while respecting and balancing the parking needs to support AT&T ballpark." Within the criteria, "Program new permanent parking facilities that support new development and maximize shared parking for AT&T ballpark." She read the pros that provides more detail which is what development team should be reading in trying to respond to as it is now. Since it's opening in 2000, the San Francisco Giants have worked with the City to promote alternative transportation to and from ballpark games and events and achieve among the highest percentage use of non-auto modes in major league baseball (45 to 50% for day games). The Giants indicate a desire to secure approximately 2000 parking spaces for ballpark patrons. The Port recognizes that the ballpark will continue to have substantial requirements for parking at SWL 337, consider unbundling structured parking from companion uses i.e. charging separately for the subsequent use of this parking as one example in which you can try and achieve some of those shared parking objectives. Respondents should demonstrate how parking facilities can be used for multiple purposes and to what extent shared ballpark parking particularly for night and weekend

day games can be configured. The Port acknowledges that in order to finance parking facilities, funds from multiple sources including participation from the SF Giants may be required. Respondents should demonstrate conceptually how parking facilities will be financed relative to other proposed uses.

Ms. Oshima indicated that would be the kernel of what is relevant but there's more information in the RFQ.

ACTION: Commissioner Shakofsky moved approval; Commissioner Brandon seconded the motion. All of the Commissioners were in favor; Resolution No. 07-91 was adopted.

C. Informational Presentation by San Francisco Waterfront Partners II, LLC on its 8 Washington Proposal including Seawall Lot 351 at Washington Street and The Embarcadero.

Kathleen Diohep, Planning and Development, indicated that SWL Lot 351 is located across the Embarcadero from the Port Offices at Pier 1. The adjacent areas are privately owned facilities. San Francisco Waterfront Partners (SFWP) has the option to buy that and they are initiating the proposal. The entire area is over 3 acres. The Port property is two thirds of an acre. SFWP is responding in part to a call in the Waterfront Land Use Plan (WLUP to encourage the Port to explore combining SWL 351 with the adjacent land as one mixed-use project. They are not responding to a development solicitation or any initiative from the Port. They have made a proposal to the Port Commission a year ago to acquire this land. There were two requests: (1) to enter into negotiations and (2) to authorize CEQA analysis of our property as part of their greater project. At that point and time, the Port did not choose to enter into that negotiation but did allow the CEQA process to move forward in part because the WLUP plan called for this type of scenario and in part because of the CEQA analysis includes considerations of alternatives to the proposed project and other options. We felt that the analysis, the thinking, the public outreach, would help the Port Commission's policymaking regarding this project. Port staff is not making any recommendation at this point. If the Commission desires, staff can come back and present an analysis of what the Port options are for the development of SWL 351 and when we could move forward with the project.

Simon Snellgrove, San Francisco Waterfront Partners, LLC, introduced his partners and team, Alicia Esterkamp, Paul Osmundson, Neil Sekhri, land use attorney, who will make a presentation about the CEQA process. They have developed Piers 1-½, 3 and 5. They have been developing that project for 7 years. They have a passion for the waterfront. They have a passion of excellence. The last time this item was presented to the Port Commission was in April 2006. Since then, they've been very busy with public outreach. They've had numerous meetings with FOGG, Barbary Coast, Telegraph Hill Dwellers, Livable City, San Francisco Tomorrow over the last 18 months. They've met with State Lands and their staff to explain their concept. They have brought on a new architect, Skidmore Owings and Merrill. They've done a lot of updating of conceptual design and met with the neighborhood groups and held community workshops recently to discuss alternative recreation. They've retained Turnstone Consulting Group to work with MEA and produce the EIR and they've just published the initial study and

commenced the environmental review. They've included in this initial study a stand alone for the private land as Kathleen Diohep described, the non-Port land and the stand alone for the Port land and do nothing and every alternative they could think of that MEA thought was a sensible alternative. They hope that whatever the outcome of this project, it would benefit the Port in terms of deciding what they want to do with their land.

Neil Sekhri, Gibson, Dunn and Crutcher, counsel for SFWP, indicated that he is happy to talk about a proposal that will support and enhance the waterfront, Ferry Building subarea which is one of the Port's great successes. SFWP has submitted an environmental evaluation application to the Planning Department in 2006 for a project that included both 8 Washington and SWL 351. The Port authorized SFWP to submit that application but it's not a co-sponsor of the project. When SFWP met with the Planning Department, they agreed up front that they would do a full EIR. The previous project, they have been going forward on a negative declaration. Because of the public interest involved and the nature of the project, an EIR would be the appropriate vehicle to study this project. The first step is to prepare the initial study. The initial study is to identify the areas where a project could have potential significant impacts and those areas where it wouldn't. It focuses the EIR to tell the project what they will be studying in the EIR. The initial study was published on December 8, 2007 and is now available for public review and comment. In the initial study, areas that were found to be potentially significant include transportation, traffic, air quality, visual quality, shadow and archeological impacts. All other areas were found not to be significant were imposition of particular mitigation measures. The initial study talks about alternatives as well. There are two groups of alternatives: true CEQA alternatives. They are alternatives that are designed to minimize environmental impacts to the project. One would be the no-project alternative if SWL 351 wasn't developed and nothing happened on 8 Washington and the other one is a project that looked at a combined development but at a reduced density and reduced parking. At the same time, they would be called project variance which are other development scenarios that could also possibly happen. One would be a combined project where a public trust exchange wouldn't occur which means that SWL 351 will still be developed but not with residential. It would be some other public trust use. The other alternative is independent development where 8 Washington would be developed on its own and the Port at some point, might develop SWL 351 for some public trust consistent use. Those are the alternatives that will also be studied in the EIR. Their schedule with the Planning Department shows that the draft EIR will be published in June 2008. At that time, there will be public comment period, a public hearing in front of the Planning Commission on the draft EIR. When that comment period ends, there will be responses to comments prepared on the EIR. When the final EIR is prepared, there's another public hearing at the Planning Commission to certify the final EIR. Once it's certified, whether it's the Port with the combined project or just the Planning Commission for the 8 Washington project, then it has the EIR that it can rely on. If the Port decides it would like to do a combined project and enters into direct negotiations with SFWP, it can do it before the EIR is certified. It cannot make any binding determinations until the EIR is certified. During that time, negotiations can go forward and any changes into the project can be folded into the EIR process to make sure that the final project is reflected. If the Port decides to do an RFP, if SFWP was the successful bidder, then the project would continue with the same EIR. If it's with a third party bidder, they would have to do their own environmental review but a lot of those

information that they are doing could be used for that as well. If the Port decided to take no action on it right now, SFWP would move forward with entitling 8 Washington on its own. In the future, if the Port decides to do a development on SWL 351, it would need to do its own EIR but it could probably use a lot of this information.

Simon Snellgrove indicated that if you took all the parcels and if you combined the Port land 28,000 feet and the 110,000 feet of the Golden Gate land, you would end up with 138,000 feet of land. If you were to assemble that land, the number of units that could be built on that land as currently zoned with an 84 foot height limit is 630+ units. They have taken a position that they want to build a small number of units. They want to contain the number of units south of Jackson so as to leave the maximum possible view for the Golden Gate Commons and to create recreation and open space in the form of a club and public land on the remaining site. They are not being greedy on the proposed development of this site. They are proposing 170 units that would generate 34 affordable housing units. They are proposing an underground parking facility sized to meet the requirements of the Ferry Building waterfront area. The initial draft has 350 car parking spaces. They have been talking with Livable City and there is approximately 306 existing spaces on the land on piers over water and in ancillary locations that this would replace. They are proposing 350 car parking spaces and they are open to suggestion. That will be studied and analyzed in the EIR. The site will contain those residential units on the south of Jackson Street. It will enable the opening up of Jackson, a public open space that will reconnect Jackson Street to the waterfront. There will be restaurants, retail and visitor serving type of retail, which is consistent with the goals of the public trust and the Waterfront Land Use Plan. They want to continue to make this a better neighborhood from a walking standpoint and have life and activity, a public space and a permanent home for the Golden Gate Tennis and Swim Club. They hope that what they are offering is rezoning this area so that a portion of it is for private, recreation space and the other portion is for public recreation. They are looking at the design of the buildings and will continue to do so as they work with the community. He pointed out that the recreation space that is to the north of Jackson has 8 tennis courts. They spent a lot of time with the neighborhood not just the members of the club. A lot of neighborhood people would rather see more non-tennis recreation and less tennis. They recognize that is controversial but they have done scores of plans for community outreach to show everything from a public park that will reconnect specific to the waterfront to four courts to a double story building with 9 courts. They are doing a lot of public outreach and will continue to do so during the EIR process to come up with something that suits most of the people in the area. The benefits of those combined lots should be clear. By combining these lots as opposed to developing them separately, they are going to generate a lot more land for recreation and open space. They are going to contain the bulk of buildings to the south of Jackson so as to create the least possible interference to the owners of the Golden Gateway Commons and to contain the height of the buildings, (84 feet) within the general highrise district which is next door to the 22 story Golden Gate building. It will create a higher value of the Port by combining these lots. It will enable the underground parking space. It will create a much higher value in the neighborhoods to build the parking garage which will result in about a $15 million subsidy for public parking. It will increase the area for open space and they believe a better urban planning and it meets and exceeds the goals of the WLUP. They can never forget Telegraph Hill in this neighborhood. One of the advantages, there is a high degree of passion for maintaining the Telegraph Hill Historic District and the heights. They

have designed this project so that all of these can be contained beyond Jackson and 3 blocks away from the historic district. The benefits to the Port is public parking, parking for Port vehicles. Right now, the Port has 25 cars at the end of Pier 3. This will enable the Port to put its vehicles underground, plug them in so we can have electric vehicles and it will be a great opportunity for the Port. It will preserve and expand the existing area of the trust. It will create additional open space, reconnect the City with the waterfront, Jackson Street and possibly Pacific Avenue. It's an excellent stewardship of State Land's objectives. They think it's a superior urban design and it's a sustainable recreation and open space for the neighborhood. If they can't combine these sites, they would do a project without SWL 351 leaving the Port to develop 351 as it sees fit. They have planned this project. There will be a residential project and clearly it would not be as much open space. It will be fractured; it would be a sad day. They recognize that no project in the northeast waterfront gets approved without vigorous debate and passionate opposition. He remembered when there were a few funded people who did not want to tear down the Embarcadero Freeway because of what might have done to their interests in Chinatown. The Piers 1-½, 3 and 5 project took 4 years to get approved. For the three developers who developed the Ferry Building, Pier 1 and Pier 1½, 3 and 5, it was a painful process to go through, getting entitlements on the northeast waterfront. They understand that this project has its detractors and those people who don't want change. They respect their right. They understand the Port's resources, in light of this. Why would Port staff want to take on another project in the northeast waterfront when they can go to the central or southern waterfront and have a cooperative feeling? They understand the Port is busy with the Exploratorium and Piers 27-31 both in the northeast waterfront and SWL 337 and Pier 70. They realize that the Port's resources are extremely tight. They have been working on these plans for several years. They believe that the combined site is worth asking the Port Commission and the staff to go the extra mile and add one more project. As Mr. Sekhri mentioned, they are petitioning the Port to get involved in this project, to combine the lots and to move forward. They feel that they are all doing a very passionate job of being good custodians of this waterfront. Unfortunately, they can't wait much longer. The thought of developing these sites without the combined site is sad. They realize that it's not easy to ask the Commission and the staff for more resources. It's not easy for Port staff to spread itself even more thinner. It's painful for them to tolerate the criticism that they are going to get from the northeast waterfront. It's painful for them to deal with the misinformation that is being circulated. It's not easy to achieve excellence but it's good to achieve excellence. The excellence they have achieved here has not been easy but it has been good. Their stars are lined up. This moment in history will not come again. They have an opportunity to complete the Ferry Building waterfront area in the best style that was contemplated by the WLUP. Today, the Commission will hear from the opponents who feel just as passionately that they don't want change. You will again wonder what the political turmoil will render and once again, you will have to ask yourself, is it worth the pain to continue to improve the northeast waterfront. They dearly hope that once again, the Port Commission will rise to the challenge. The Commission has a choice. The Commission has a request in front of them. They are fine if they bid this project as an RFP or negotiate it. He asked the Commission to move forward with this project.

Ms. Diohep indicated that this is an informational presentation only. There's no action requested.

Lee Radner, Chair of Friends of the Golden Gateway (FOGG), indicated that earlier today, they heard kind and gracious words about Monique Moyer about Senator Carole Migden, It was her efforts on behalf of a number of groups including FOGG, Telegraph Hill, BCNA, SF Tomorrow that they maintain the public trust on the northeast waterfront lot. There was an agreement on this and they succeeded. They also commend Senator Migden for that. This particular author, they feel, flies in the face and the intent of the public trust. They will again discuss that at a later time. His only response to Mr. Snellgrove at this time is that these are not small groups. Thanks to him, they have added another 200 people to their list of mailing. They now stand at about 1500 supporters. If the Commission have studied the NOP that he received and you look at the size of those buildings that are proposed including on Lot 351, the openness and the spaciousness of the corridor of the Embarcadero would be gone forever. There are sites that will be lost. The neighborhood will be changed forever. He asked the Commission to seriously consider the kinds of actions that they will think about. There are alternatives for Lot 351 and they wish the Port to have the greatest success in developing financial benefits from that lot but not the kinds of buildings that Mr. Snellgrove is proposing.

Robert Mattacola, Carpenters Local 22, indicated that he is in favor of this stunning project, with the consideration of the open space and the parking that is provided for the Port as well as the affordable housing knowing how difficult housing is in the City at this time. He urged the Commission to consider this proposal in a favorable light.

Janet Griggs, CUESA (Ferry Plaza Farmers Market), spoke on behalf of the farmers and the farmers market. The farmers bring in their goods that they pack by hand and they don't intend to bring them back to their farms. They want to sell what they bring. In order to sell the most, we need to provide our shoppers with the ability to park their cars and load their cars and take the goods away. We look at this project even though it brings up the issue of the "P" word which is parking. That seems to affect everyone of the project that the Port is considering. It is important to consider what the options are for our shoppers. Although 54% of our shoppers come by car, we would like to encourage more shoppers to come by car because when they come by car, they buy more. Keep that in mind because we are protecting our farmers as well.

Michael Theriault, SF Building and Construction Trades, indicated that this is a handsome project. In its form, it's proposal with SWL 351, it will bring life to street level to Embarcadero with the restaurant that is proposed. In the same form, it will also take away parking from street level and put it where it belongs, out of sight. It will bring housing to the city and it will bring affordable housing to the City. It will open the Jackson Street view corridor. It has a great many positive to it. The negatives are few if any. If you glance south on the Embarcadero, you will see that buildings of this scale work very well with the Embarcadero and its current settings. Likewise, what he takes as a pseudo Gaelic look has some antecedent in the Audifred Building at Mission and the Embarcadero. We are interested in it for the jobs that it will bring now. The Port's interest and our true interest long term are on the jobs that it will help support on other parts of the waterfront, the maritime jobs, the jobs for building trades and ship repair. There is a financial benefit to be derived by the Port from this project. He thinks that the Port should work with SFWP to help them move forward.

Charley Lavery, Operating Engineers Local #3 representing heavy equipment operators and crane operators and construction testing engineers on public private projects, indicated that he is in favor of the 8 Washington Street Project. As an operating engineer, he's had an opportunity to work in many cities and countries around the world. He has made San Francisco home during the past 15 years. During that time, he's seen the steady beautification of the neighborhoods. He believes that this project continues that trend and joins the dots of positive development along the waterfront, providing housing including low income housing, improved parking for the waterfront as well as provide jobs for construction workers who live in the City. He urged the Commission to support this project.

John A. Rocha, Ironworkers Local #377 business agent, indicated that they are in support of SWL 351 and 8 Washington Street proposal. A lot of people in the audience remember the Loma Prieta earthquake. Before that, the ugly Embarcadero freeway. The waterfront now has definitely improved. This is a good mixed use of affordable housing, open space and recreational use. On behalf of his membership, they support this project.

Tim Colen, SF Housing Action Coalition Executive Director, indicated that on behalf of their 68-member organization, they've seen this project before and strongly supports the proposed land use at this site. It's early to be talking about the details of this project but they like what they've seen about it. He's also representing Livable City and the SF Bicycle Coalition who couldn't be here and also support the proposed uses of this site. In particular, one of the things they liked about it is uniting the city with the waterfront which meets the goals of the Port's WLUP. They are excited about the possibility of activating the street use and the streets around it and especially opening Jackson Street. This is a terrific opportunity if Lot 351 is developed with the project. He can't emphasized enough the affordable housing that goes with this project, how desperately needed it is. In the process that led to, specifically about the northern waterfront seawall lots, we view with alarm some of the proposals they've heard that somehow these lots should be zoned to 40 feet which seems like the backdoor way that they should remain preserved as parking lots, which they think is indefensible. This is some of the most valuable and scenic lands in the United States. The Port, with its financial condition, if it's going to address it, needs to realize the economic potential this extremely viable land. In order for that to happen, the City of San Francisco is going to have to find the courage to say that if it's not defensible to use these lots as surface parking lots, they have to use larger interests of the Port and City of San Francisco. We believe this is an excellent project and we hope that the Port Commission look at it favorably.

Jamie Addington supports the project. As a North Beach resident, she sees the waterfront as her backyard. She frequents the Ferry Building and the farmer's market. Her father is also a resident and unfortunately cannot attend today's meeting but he is in support of this project. Her family understands the need for maintaining recreation space for the neighborhood and it's possible to have a combination of uses suitable for this urban waterfront neighborhood, especially if we balance between public access, recreation space and mixed-use development which the 8 Washington Street project appears to accomplish. As neighbors and stakeholders, we embrace this change and look forward to further development in this community. She urged the Port Commission and staff to move forward with this project.

Russell Jackson, a local chef and a restaurateur and a regular patron of the ferry plaza, indicated that parking is one of the most challenging and prohibitive elements of shopping and visiting this neighborhood. On a regular basis, at least two or three times a week, he comes to the market. He would like to drive his car, park it and quickly be able to get in and out of the ferry market plaza. In order to maintain a vibrant neighborhood, they also feel that they need a farmer's market that is successful, productive, evolving and thriving. He supports the 8 Washington Street project. The market cannot survive with tourists alone. They want this market to become not only a tourist destination but a neighborhood and local destination. The market needs centralized, convenient parking. This neighborhood will continue to flourish as a result of the additional residents and restaurants, cafes in the neighborhood. He urged the Commission to move forward with this project.

Jim Salinas, Sr. Carpenters Union, indicated that he represents approximately 4000 workers that make up Local Union 22, a 125-year old labor organization in San Francisco. They are very concerned for their member's future and San Franciscans as a whole. He was fortunate in 1967 to enter an apprenticeship program. As a result, he got to buy a home and raise four kids in the Mission district. We are watching African American families and Latino families leaving the City because there is a housing crisis in this city. It's getting harder and harder to live here. As a result of this project, you will be adding to the housing. As a result of this project, the minimum fees will help families who earn $40,000 to have a housing that we are all looking for. The Port Commission has that vision in the past and the leadership the Commission has shown. The Commission can help move this project forward. It's a project that would be beneficial to the City. He asked for that vision and leadership again from the Commission.

Christy McRoskey indicated that she supports the 8 Washington Street project. She is a shopper at the Ferry Building. She's lived in the City for about ten years. When she first moved here, there's nothing going on at the Embarcadero. The Ferry Building was the first project that she saw life. The Piers 1½, 3 and 5 project was also going to bring in a lot of life. She is a member of the Golden Gate Tennis Club. She urged the Commission to move forward with this project.

Anne Halsted, former Port Commissioner and currently on the Metropolitan Transportation Commission and BCDC, spoke on behalf of Wells Whitney and Flicka McGurrin. Mr. Whitney's organization, Renew SF, is in support of this project. Flicka McGurrin of Pier 23 asked her to say that we should not chase good developers away. She urged the Commission to continue to work on this project. From her perspective, she feels she has been around the block on this for many years. She was one of the primary advocates of creating Pier 7 as an open space in the late 1970's, early 1980's. When we finally got that done, after years of work and had to take down the old pier, we removed a lot of parking. She was really nervous when we created public access. She served on the committee that did the RFP for the Ferry Building. They were relying on parking being under the lot where the park is now. They've never been able to put that in. There have been a number of projects that have moved ahead and they've not added the parking to take care of the retail needs. When the Ferry Building opened, the only way they got the market to work was by getting the other lots committed at the very last moment for validated parking. Those are short time uses. She feels strongly that this location is a very good location for both the parking for those existing uses and for more

housing. In her role at MTC, she's come to understand that we're going to be seeing more growth in San Francisco as well as in the region. We are going to have to accommodate more people. Those people need to be accommodated in places near transit. We already have a huge infrastructure investment in transit on the Embarcadero and adjacent places. This is an ideal place for more density. She thinks that the Port Commission should proceed. It would be a shame to take the lot separately. When 8 Washington was first proposed, it was a separate proposal and it didn't make any sense to do it separately. This is the only way you can get the parking needs at the Port. The project as it's moving ahead, the developer has been interested in the public benefits and we should encourage that. The project would be a great asset to San Francisco.

Brad McCrea, BCDC, indicated that SWL 351 is outside of BCDC's jurisdiction. In the spirit of informational briefing, his comments are on Pier ½. As you think about parking in this area, he reminded the Port Commission that the San Francisco Special Area Plan requires that you have to remove the pier when phase 2 of the downtown ferry terminal is realized. The goal of removing the pier is to create a "new water" as a public benefit identified in the plan. When the downtown ferry terminal phase 2 comes along, Pier ½ is expected and required to be removed.

Jane Connors, a property manager at the Ferry Building, indicated that one of their retail tenants are very concerned about parking and one of them, Ferry Building Wine Merchants, has requested that she read a letter they wrote to the Commissioners, Monique Moyer and Aaron Peskin. The letter is from Silas Carlton. It states: "As a tenant of the Ferry Building, I would like to express my support for San Francisco Waterfront Partners' 8 Washington Street project. I have reviewed the proposal for the new development at 8 Washington Street and I find that it would greatly enhance our neighborhood. Not only would it provide necessary parking for the neighborhood and our customers, I believe having additional cafes, restaurants and other retail would truly anchor this waterfront as a neighborhood showcasing some of the best that San Francisco has to offer. The underground parking concept in itself greatly simplifies the daily confusion created for our customers who are driving to visit us. In fact earlier today, I learned that the parking immediately behind the Ferry Building and behind Sinbad's restaurant has been eliminated for tenants of the building, further impacting the already crowded lots nearby. We strive to make things easier for our customers, not more difficult, and the additional parking does just that. The fact that it will remain underground and not tarnishing the surrounding views is a wonderful bonus and a terrific accomplishment that I think this neighborhood demands. Furthermore, the additional artisan cafes, restaurants, retail and condominiums will only strengthen the draw of a neighborhood such as ours. As demonstrated by our weekly farmers markets, our neighborhood only becomes more desirable and more of a destination for our local customers when there are more exciting reasons to visit, and more places to park. Another factor that the project enhances is the safety created by a property busy with people interacting on the street front. In her book, "The Death and Life of Great American Cities," urban planner Jane Jacobs describes the safety created by having "eyes on the street," and this project will do just that: foster safety and a sense of community in the neighborhood with increased bustling activity from its patrons and residents. I truly believe this project is a welcome addition for our community. It does not simply provide an answer to our ever increasing parking problems, it creates an

environment for residents and patrons alike to maintain safety and to participate in and enhance the synergy and viability of this neighborhood."

Ernestine Weiss indicated that nobody mentioned that this is a luxury condo development. This is not an average housing complex. We don't need another luxury condo in this area. There are thousands of them all around. We don't need a 500-car garage at a busy intersection at Washington and Embarcadero. We have Pier 27 project going up. We have the Exploratorium project going up. The cruise terminal that cannot be used for housing must be used for cruise ships. This proposal is ridiculous. Farmer's Market has plenty of parking on Embarcadero 4. Their business is mostly on Saturdays. On Saturdays, there's empty garage at Embarcadero 4. This is a bad idea. This is not excellence – we have to have a balance. We need open space which she fought hard for with the ferry park. That was smart planning. Life on the Embarcadero? There's more life now than ever was. Restaurants – the Embarcadero buildings are losing restaurants left and right. We don't need any more restaurants. The design of the buildings is just beneath the Golden Gateway Commons windows. Garbage bin collected – they didn't move her to see garbage underneath their window. The influx of people here is big enough. There's enough traffic on the Embarcadero that we can accommodate. Why do we need to build a 500-car garage? She defeated the garage proposed underneath the ferry plaza for that very reason. There will be a queue all around Drumm Street and the Embarcadero. Talk about smart planning. We like change but we like smart change, not this kind of stuff. She voted for Piers 1½, 3 and 5. That was a smart thing to do. She worked on the Giants ballpark. However, this is an insane and ridiculous project.

Broc Stephens, Club Manager of Western Athletic Clubs, indicated that Western Athletic Clubs is looking forward to the proposed changes and improvements to the club that they operate at the corner of Drumm and Washington at Golden Gateway Tennis and Swim Club. Although there will be considerable disruptions and interruptions of their operation while the site is being developed, they feel that in the end, their company will have a great club, will be able to operate at the same quality standards in program and services that they are known for. They have had a good working relationship with the developer in the planning and the design of the future club. They feel confident that the finish product will be an improvement to the club and its members.

Mary Murphy, Gibson Dunn and Crutcher, indicated that their firm represents San Francisco Waterfront Partners. On behalf of another client of theirs, Wilson Meany Sullivan, who is the developer of the Ferry Building, she also worked on the Ferry Building with them. She also worked on the Piers 1½, 3 and 5 project. Chris Meany asked her to read a letter into the record. It states: "I am sorry I cannot be present to speak in person at this afternoon's hearing, but I am in New York on business. Thank you for considering this letter as my testimony. As some of you know, my prior firm, Wilson Meany, developed the Ferry Building in a joint venture with Wilson Equity Office. Our goal for the public floor of the Ferry Building was to create a home for the unique food community of the Bay Area – a place that would bring sustainable agriculture to both locals and out of town visitors. The success of the Ferry Building's merchants depends on attracting a loyal following of customers: families and individuals who can purchase significant amounts of food on a recurring basis. Those customers sometimes need a car to transport the weight and bulk of a big food purchase, and therefore, somewhere to park that car for a short time while shopping. Transit-first

policies do not preclude aggregated parking pools to service retail districts. Even in a transit rich environment, certain activities, like a family's weekly food shopping, sometimes require the use of cars. I urge you to balance transit-first policies with the needs of our community's families. Please maintain the parking supply in the Ferry Building area that is so vital to its ability to meet its ambitious community goals. Currently the parking provided the Ferry Building under the contracts we negotiated with the Port is scattered across several lots. Some of the necessary parking is located on piers that are slated to be removed by agreements with BCDC. Maintaining that parking supply is critical; consolidating it would be beneficial. We support the concept of a parking garage at 8 Washington and look forward to working with the Port and San Francisco Waterfront Partners to insure that the garage proposed for that site has appropriate short term retail parking rates, an adequate number of stalls and appropriate access and to uninterrupted parking during construction. 8 Washington has the potential to solve a critical problem for the Port and the businesses in the Ferry Building subarea by creating an underground garage to serve the public."

Ms. Murphy added that h0aving worked on the development of the Ferry Building, how difficult it was to get that project approved. She remembered the night that they presented their schematic design to the Port Commission; there were many people in the room because the cruise terminal project was being heard that night. When they finished, people applauded. This is a great project and all great projects needs this opposition.

Susan Harris, resident of Golden Gateway Center, gave her support of this project.

Jim Chappel, President of SPUR, indicated that SPUR has been involved in the waterfront for almost 50 years. In August, they published a major report that most people read documenting, among other things, the very serious structural deficit the Port faces. The Port must make economic use of its resources, in this case, land. Good planning also demands that you make proper use of those resources. Millions of dollars in public money and private money have been spent on rebuilding the Embarcadero and the F-Line. The Ferry Building, Pier 1, Piers 1½, 3 and 5 are all magnificent new development shepherded through the Port. The waterfront like many 19th century districts everywhere is hampered by inefficient lot patterns. There is good use of the land over here with one out holding and that is Lot 351. Keeping this out holding makes no sense. Good planning demands that it be merged for any perspective use of those lots. Merging it will also create the highest, economic value for the Port. A leftover lot 351 would never generate the kind of revenues, the kind of values once surrounded parcels are built. Now is the time to maximize the economic return to the Port but it will also maximize the urban design value of the project and it will maximize neighborhood identity. The Embarcadero seawall is a linear feature. The Embarcadero roadway and the F-Line are linear features. The goal needs to be to enhance the continuity of land uses by merging this all into one parcel. He hopes that the Port do not lose this opportunity because once the opportunity is gone, it's gone forever. We all know a history of spite lots. It never works. It's always a bad thing for the whole community. Today, we know this is simply an informational item. He hopes that when this item comes back for a decision, that the Port will vote favorably on the merger of lots. In the future, the Commission will be called to review many details of any specific development proposal and deciding to merge the lots when it comes up for decision will not preclude many other decisions that the Commission will have to make.

Commissioner Hardeman apologized for the poor placement of this item on the agenda and for having people sitting around for 3 hours on the major subject of the day. He hopes that we won't do this again. He noticed that there were many people who left. He commented that Mr. Snellgrove has been an extremely wonderful person. What he did with Piers 1½, 3 and 5 with his perseverance is commendable and should have zero opposition. He hang in there and was able to get the funding. When he looks at this proposed project, it's the same thing. Look at the people who stand by your side. What a remarkable group! They represent tens of thousands of people in the city and they are wonderful organizations. Labor is in favor of this project. Mike Thierault of the Building Trades articulated their position on this project. It's almost impossible to build anything north of this Ferry Building. He's a little tired of it. When we had the Piers 27-31 project, we got the same problem about 8 foot on the end of the pier for mechanical. We had to redesign the whole project. If the voters of San Francisco saw that project at Pier 27-31, that would pass by 80%. This project will also pass by 80%. The hotel project on Embarcadero and Broadway that we let those people, regardless of those people's ethnic, spend $12 million and knocked it out on the last day. It's one of the lowlights of his time on this Commission that the government actually did that to somebody who is trying to do a reasonable proposal on our waterfront. He would like us to expedite this project and get on with it. Don't keep a person like Mr. Snellgrove waiting. Don't tease him. If we are going to do this project, move it forward or not. We have a wonderful report on Pier 70. That project is not going anywhere for a long time. To have somebody from that project work with you is the logical thing to do. He does not have to echo people's reasons why this is a good project. This is a good project. He will not be held hostage by north of the waterfront. We have been for the last 13 years for ridiculous reasons. The Piers 27-31 project, changing our cruise terminal so we can't have it on the end of the pier, miles away from anybody's view that you can barely see it by binoculars if we did it is ridiculous. Let's move this project forward and take all your comments seriously. He has personal friends who live on the Golden Gateway, members of the Tennis Club that he's heard from why we shouldn't do this project. This is a great win-win to the Port, for the City and for all of our tenants nearby that pay rent to the Port.

**12. REAL ESTATE**

A. Request approval of Memorandum of Understanding No. M-14290 between the Port and the Department of Elections for approximately 86,954 square feet of Pier 48, Shed B, for a term of 36 months with a one-year option, commencing January 1, 2008. (Resolution No. 07-90)

Susan Reynolds, Deputy Director of Real Estate, requested Commission's approval of the MOU between the Port and the Department of Elections. Originally her presentation was going to include that this is subject to Board of Supervisor's approval but the Board approved a contract between the Dept. of Elections and Sequoia voting systems. The Department of Elections has requested the use of Pier 48, Shed B, to be subleased to Sequoia for use as their central storage, maintenance and distribution center fro the City's voting machine and support operation. The Port and the Department of Elections have negotiated a maximum term of four years, which is 3 years with a one-year option. Because of the development of SWL 337, Planning and Development staff concurred that this term is reasonable.

ACTION: Commissioner Brandon moved approval; Commissioner Fong seconded the motion. All of the Commissioners were in favor; Resolution No. 07-90 was adopted.

B. Informational presentation regarding the recent discovery of subsurface petroleum contamination at Pier 90.

John Mundy, Utility Specialist, indicated that in May 2007 contractors working on construction of the southern approach to the Illinois Street Bridge encountered an abandoned fuel pipeline near the intersection of Cargo Way and Amador Street. Port staff immediately notified Pacific Gas and Electric Company (PG&E) staff, who performed subsequent investigations which determined that the pipeline had historically provided fuel delivered via barge at Islais Creek to the PG&E Hunters Point Power Plant, located approximately half a mile south. PG&E staff agreed to remove the pipeline as part of its larger effort to demolish the power plant. A workplan for pipeline removal was developed by PG&E in June 2007 with oversight by the San Francisco Department of Public Health Bureau of Environmental Health Management (SFDPH). In September 2007 PG&E's contractor encountered petroleum in the pipeline excavation trench between Amador Street and Islais Creek. During a site meeting on September 27, 2007 between SFDPH, Port and PG&E staff, petroleum was observed seeping from the excavation sidewalls into groundwater collected in the bottom of the trench. Soil staining was observed in a one to two foot layer located immediately above groundwater. SFDPH directed that sampling be performed prior to backfilling the trench. After the meeting Port staff provided verbal notification to the Regional Water Quality Control Board (RWQCB) of potential groundwater impacts.

Sampling was performed on October 16, 2007. Results indicate petroleum at concentrations exceeding California regulatory thresholds for groundwater impacts. Fingerprinting of the samples revealed the presence of degraded hydrocarbons in the diesel and bunker fuel range (the spill is very old). Concurrent review of site history reports revealed that Mobil and General Petroleum operated a petroleum tank farm during the 1950s and 1960s in the area where contamination was discovered. Based on the results of fingerprinting, it appears very likely that the contamination is associated with the tank farm operation.

The California Water Code regulates discharges to waters of the state, including subsurface impacts to groundwater. Subject to Section 13272 of the California Water Code, any person who causes or permits petroleum products to be discharged to waters of the state must provide immediate notification ("Report of Waste Discharge") to the appropriate Regional Water Quality Control Board ("RWQCB"). Though not responsible for the actual release, Port staff provided informal notification to the RWQCB in September 2007. A letter report providing results from the October 2007 sampling event will be sent to the RWQCB and SFDPH later this month.

Section 13304 of the Water Code requires a person that has discharged materials to waters of the state in a manner that creates pollution or nuisance shall, upon order by the RWQCB, clean up the waste or abate the effects of the waste. In the case of contamination recently discovered at Pier 90, Exxon/Mobil, General Petroleum, and

possibly PG&E would be considered potentially responsible parties for investigation and cleanup of the site. As property owner, the Port will be considered a secondarily responsible party.

The Port must ensure local community members that public and environmental health will be protected. The Port must also shield itself from liability and cost that is more properly borne by the petroleum companies that were historically active at the site. To that end, staff intends to take the following immediate actions:

1) Port staff will perform a detailed site history to confirm Exxon/Mobil and General Petroleum's operations at the site.
2) Port staff will perform a geophysical survey to determine whether tanks, pipelines, or other subsurface features associated with the historic tank farm operation are still present at the site.
3) Port staff will perform potholing between the footprint of the historic tank farm and Islais Creek to determine whether petroleum has migrated in a manner that could potentially impact surface waters.
4) Port staff will request a meeting with RWQCB within the next month to discuss the appropriate regulatory framework for bringing Exxon/Mobil and other responsible parties on to the site to perform environmental investigation and cleanup.
5) Port staff will provide an informational presentation on this topic at the next meeting of the Southern Waterfront Advisory Committee.

Ms. Moyer added that it's likely that we will be back before the Commission in executive session to discuss potential litigation on this matter.

Commissioner Shakofsky asked why we were contacting the Department of Toxics Substances Control (DTSC) regarding the recently discovered subsurface oil contamination at Pier 90. Mr. Mundy responded that a 2005 Memorandum of Agreement between DTSC and the RWQCB requires that all requests for brownfields investigation and cleanup be sent to both agencies for review to ensure that the proper agency is assigned oversight. Given the proximity of the site to water, and the fact that DTSC does not generally regulate petroleum sites, it seems pretty certain that the RWQCB will be the lead agency for oversight of investigation and cleanup of the site.

## 13. NEW BUSINESS / AGENDA SETTING

Ms. Moyer indicated that the presentation on the Exploratorium will be heard in February rather than in January. We will be adding an item to the January calendar seeking Commission's approval of the replacement of a memorial for the Merchant Seamen at Pier 45. At the moment, we have not had the need to program anything in the special meeting for January 29, 2008. In February, in addition to the informational presentations on budget and capital plan at the beginning of February, we will seek Commission's action of those items at the second meeting in February.

## 14. PUBLIC COMMENT

## 15. COMMUNICATIONS

## 16. ADJOURNMENT

ACTION: Commissioner Brandon moved approval to adjourn the meeting; Commissioner Hardeman seconded the motion. All of the Commissioners were in favor.

Commission President Ann Lazarus adjourned the meeting in memory of Benjamin Hannaberg, James Davis and Edward Hall.

The meeting was adjourned at 7:10 p.m.

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